

DAYTONA 500

FEBRUARY 14TH, 1999

DAYTONA 500



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The Great American Race



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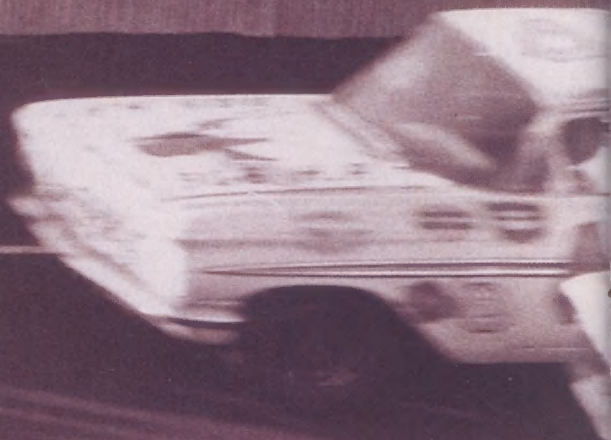
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Historic Day



**After 199 laps,
the battle came
down to Lee
Petty in his No.
42 Oldsmobile
and Johnny
Beauchamp in a
Ford T-Bird**

After 10 years of NASCAR racing on Daytona's beach/road course, NASCAR moved its biggest race to "Big" Bill France's Daytona International Speedway in 1959.

The first Daytona 500 on the 2.5-mile, high-banked trioval was held on February 22, 1959. A large field of 59 cars took the green flag, including some of the biggest names in motorsports history; Lee Petty, Joe Weatherly, Tim Flock, Junior Johnson, Fireball

Roberts and Buck Baker were all on hand.

Just eight laps into the 200-lap event, rookie Richard Petty had to retire giving him a 57th-place finish and earning him \$100.

The race ran caution free with a remarkable 34 lead changes between seven drivers. Bob Welborn would go down in history as the leader of the first lap in this historic race, but he would only lead nine laps that day finishing 41st.

Daytona 500 Finishes

Lee Petty



Jack Smith led more laps than any other driver that day with 57, but still fell four laps down to the leaders finishing seventh.

After 199 laps, the battle came down to Lee Petty in his No. 42 Oldsmobile and Johnny Beauchamp in a Ford T-Bird. The two had traded the lead back and forth for the last 50 laps and were heading to the start / finish line just inches apart. They closed in on Joe Weatherly, who was running a lap down. The trio

of cars hit the start / finish line at nearly the same instant leaving those on hand wondering who had won the race.

Unofficially, Beauchamp was declared winner and celebrated in Victory Lane for the first time in his career. NASCAR, however, would wait until all available film footage had been examined before declaring a winner.

After three days of review, NASCAR President Bill France announced that

newsreel footage clearly showed who had taken the checkered flag first: Lee Petty.

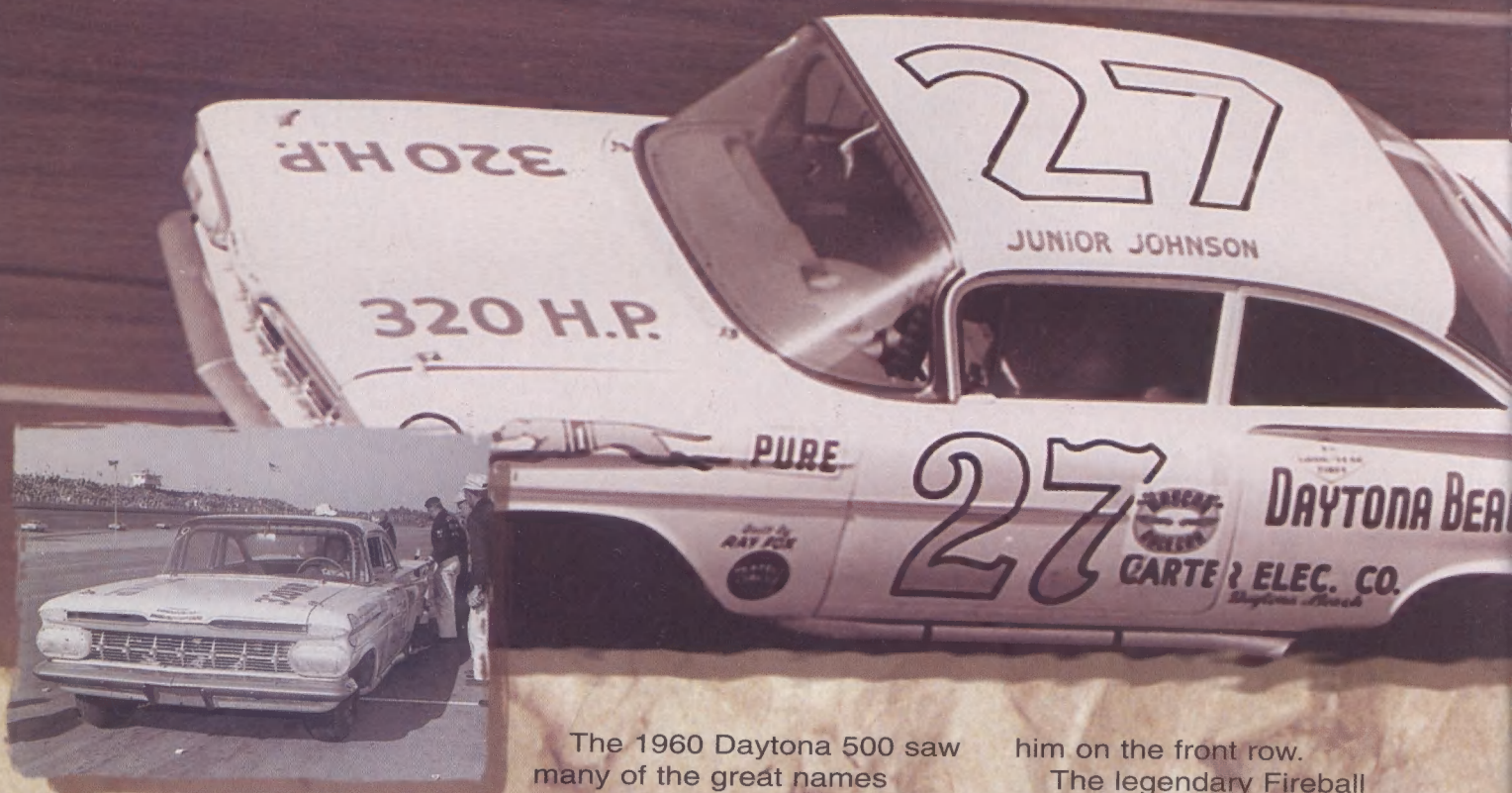
The first Daytona 500 had more than lived up to the hype that surrounded the first race on this unique superspeedway. The excitement and the drama that were created by that first race would set the tone for all future races at Daytona — and the excitement and drama are now a Daytona standard.



The Great American Race



Historic Day



Johnson earned \$19,600 for his win. He would go on to win the 1963 and '64 Gatorade 125-Mile Qualifying Races for the Daytona 500, but he would never find Victory Lane again in NASCAR's biggest race.

The 1960 Daytona 500 saw many of the great names return for the second running of the Daytona 500 at the Daytona International Speedway. Road racing legend Parnelli Jones made the trip to Daytona to be part of the biggest day in American motorsports.

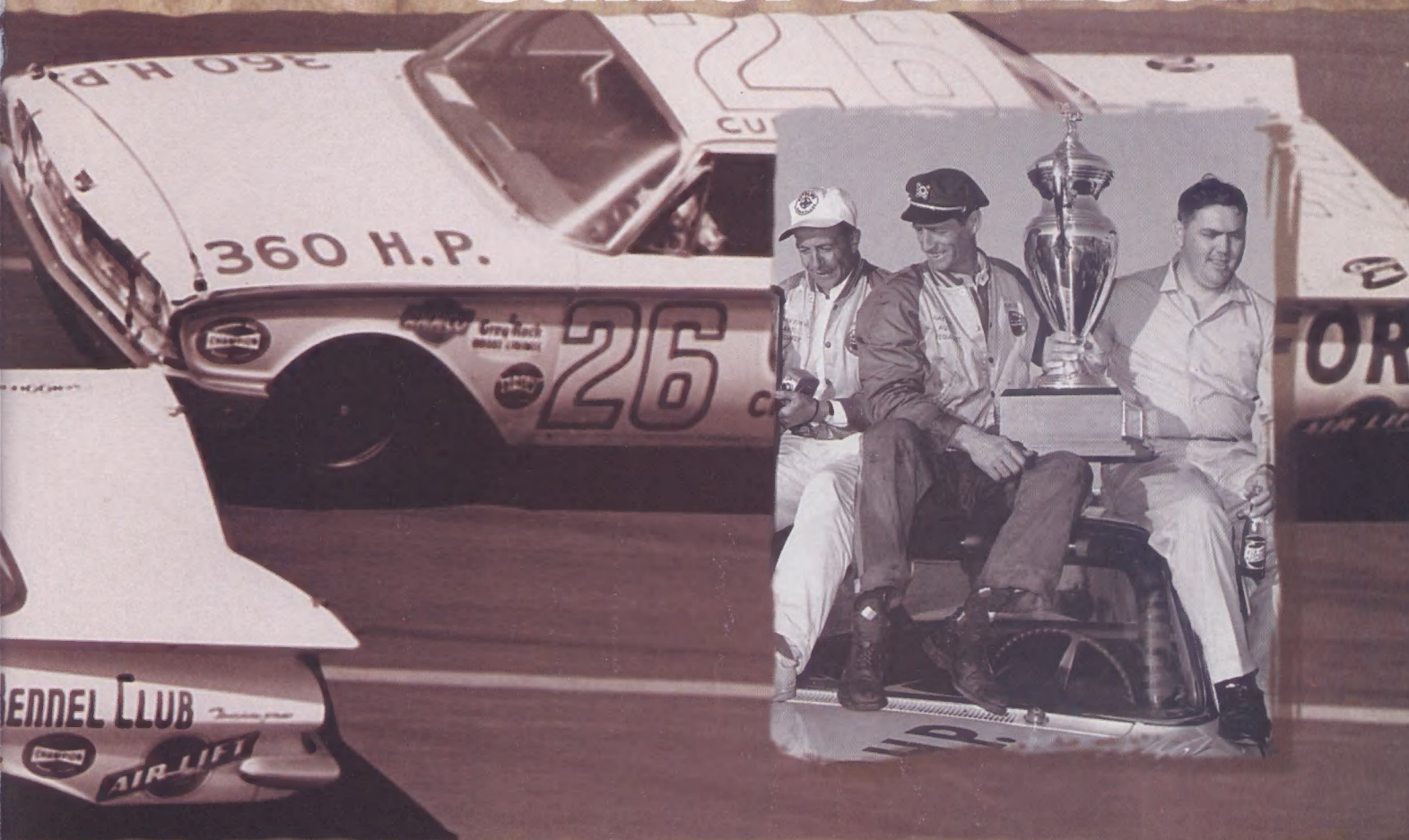
On hand for the second-annual running of the Daytona 500 were a record-setting 68 cars. Cotton Owens started from the pole position with Jack Smith starting along side

him on the front row.

The legendary Fireball Roberts got around Owens to lead the first 19 laps of race. Eight drivers would swap the lead 13 times during the race. Junior Johnson, who had already established himself as one of NASCAR's greats, took the lead for the first time on lap 29. The father and son duo of Richard and Lee Petty traded the lead during the middle stages of the race.

Bobby Johnson took the lead from the elder Petty on

Daytona 500 Finishes Junior Johnson



lap 170 and led until, late in the race, the rear window of his car was sucked out of the frame causing him to slow. Johnson regained the lead and took the checkered flag.

Johnson earned \$19,600 for his win. He would go on to win the 1963 and '64 Gatorade 125-Mile Qualifying races for the Daytona 500, but he would never find Victory Lane again in NASCAR's biggest race.

Johnson's career was one of legendary proportions. His

first win came in 1955 at the Hickory Speedway in Hickory, N.C. Over the next 10 years he would amass 50 wins on NASCAR's Grand National circuit — which is now known as the Winston Cup Series. He earned many more victories as a car owner for drivers such as Cale Yarborough, Darrell Waltrip and Bill Elliott. His career also includes six Winston Cup Championships — three each with Yarborough and Waltrip.



The Great American Race



Historic Day



**Seven times
Richard Petty
visited Victory
Lane at Daytona
with wins in the
Great American
Race — a record
he has held
since he last
won the Daytona
500 in 1981.**

Richard Petty has, in many ways, become synonymous with NASCAR and the Daytona 500. His record of 200 wins in NASCAR Winston Cup racing is not likely to be broken.

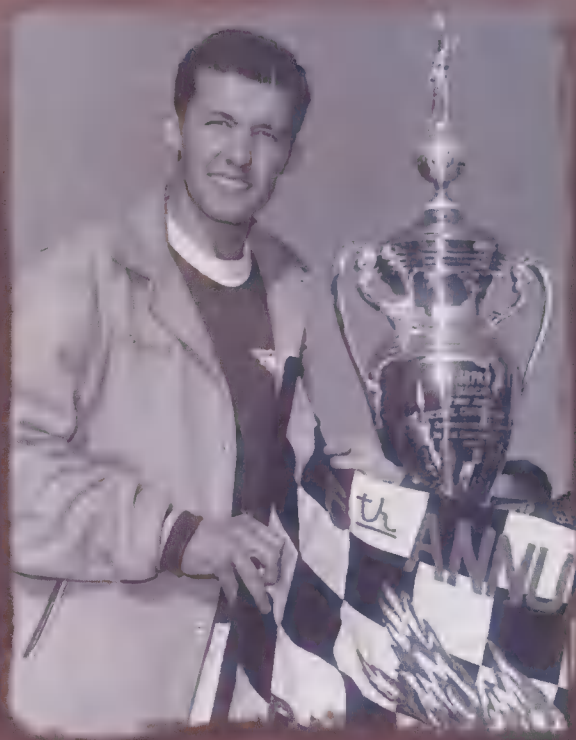
But of all 200 of those wins, there are seven that stand out in the eyes of the racing world. Seven times Richard Petty visited Victory Lane at Daytona with wins in the Great American Race — a record he has held since he last won the Daytona 500 in 1981.

The first of these wins came on Feb. 23, 1964. Petty, in his sixth season on the circuit, started on the outside of the first row, beside Paul Goldsmith who qualified with a speed of 174.910 mph.

Petty came to Daytona for the 6th running of the Daytona 500 with three top-10 finishes in the event — 2nd, 3rd and 6th — under his belt. But this race would leave little doubt that Petty knew how to get around this track. His Plymouth lapped the field of

Daytona 500 Finishes

Richard Petty



46 cars as Petty soundly put his name in Daytona's record books.

Jimmy Pardue, who scored two wins in his NASCAR career, finished second, followed by Goldsmith giving Plymouth a 1-2-3 finish.

Open-wheel stars A. J. Foyt and Johnny Rutherford were in the field that day, but neither could mount a challenge to Petty. Defending winner Tiny Lund struggled to an 11th-place finish.

But the 1964 Daytona 500

is most remembered for Petty's win, the start of a grand tradition at Daytona.



The Great American Race



Historic Day



In a race that saw 25 lead changes, Daytona 500 Champions Tiny Lund, Buddy Baker, David Pearson and Bobby Allison all took turns leading the field.

NASCAR racing has seen many changes in the American-made automobiles that have competed in Winston Cup competition; but the winged racers of the early 1970s were perhaps the most exotic looking cars to take to the track under the NASCAR banner.

The 1970 Daytona 500 saw the Plymouth Superbird and the Dodge Daytona wheel around the track with an elevated rear wing to help stabilize the car.

But it was Cale Yarborough in a Mercury who captured the pole for the 1970 Daytona 500 with a speed of 194.015 mph. He would retire just 31 laps into the event after leading 26 laps.

In a race that saw 25 lead changes, Daytona 500 Champions Tiny Lund, Buddy Baker, David Pearson and Bobby Allison all took turns leading the field.

But it was Pete Hamilton, in just his 20th NASCAR start, who would steal the show.

Daytona 500 Finishes

Pete Hamilton



After swapping the lead with the biggest stars in NASCAR, Hamilton would wheel his Superbird into Victory Lane after leading Pearson to the checkered flag by three car lengths. Allison took third.

1970 proved to be a big year for Hamilton who would go on to win both races at Talladega Superspeedway in Talladega, Ala. which had just opened the year before.

Hamilton returned to Daytona in 1971 and continued his tremendous

superspeedway success with a win in his Gatorade 125-Mile Qualifying Race. He would lead six laps in the Daytona 500 before retiring on lap 157 with engine troubles.

The winged cars of the early 1970s, along with the general advancement in automotive aerodynamics, led NASCAR to develop the restrictor plate in an effort to curb speeds. Those plates are now in use for races at Talladega and Daytona.



The Great American Race



Historic Day



"He wasn't by me like he thought he was and his right rear hit my left front. We spun around and I managed to keep my car running and he didn't."

Richard Petty and David Pearson had a NASCAR rivalry that saw the two legends earn their way to the top of the all-time winners list. Petty leads all other drivers with 200 NASCAR Winston Cup Series wins, while Pearson is second with 105.

This rivalry was never so clearly illustrated on the track as during the 1976 Daytona 500. A.J. Foyt set the fastest speed in qualifying with a time of 185.943, but it was Ramo Stott on the pole with his first-

round qualifying effort. Buddy Baker, who started fifth, would take the lead on the first lap and ran up front until mechanical failures sidelined him after just 83 laps.

Toward the late stages of the race, it was Pearson and Petty who began to separate themselves from the field. The two swapped the lead back and forth several times before coming to the white flag lap with Petty in the lead.

"I passed Richard going down the backstretch,"

Daytona 500 Finishes

David Pearson



Pearson said, "and he came right back by me and cut up in front of me on turn four.

"He wasn't by me like he thought he was and his right rear hit my left front. We spun around and I managed to keep my car running and he didn't."

Then after the smoke cleared, Pearson was able to limp across the start / finish line as Petty's crew tried in vain to push him from Daytona's trioval grass. Pearson's badly damaged Mercury managed to make its

way to Daytona's famed Victory Lane.

"Win, lose, draw or whatever, because it was so different, I guess that '76 deal stands out as much as anything," Petty said.

"It was just a situation where we'd run all day and raced all day and he made a move and I made a move and we both made a bad one at the same time."

More than 20 years have gone by since that wild finish, and many more great races

have been run at the "World Center of Racing," but no other race captured the thrill of Daytona — the drama, the stars, the surprise — quite as much as the 1976

Daytona 500.



The Great American Race



Historic Day



Donnie Allison and Cale Yarborough began swapping the lead early in the race, but a group of NASCAR's all-time greats joined in the fun.

In 1979, CBS Sports televised the Daytona 500 flag-to-flag for the first time ever. Buddy Baker had earned the pole with a speed of 196.049 mph in an Oldsmobile. His day was cut short, however, when he lost his engine on lap 38.

Donnie Allison and Cale Yarborough began swapping the lead early in the race, but a group of NASCAR's all-time greats joined in the fun. Benny Parsons, Darrell Waltrip, A.J. Foyt, Bobby Allison, Neil

Bonnett, Dale Earnhardt and Richard Petty all took turns in front of the field during the 21st Daytona 500.

On the final lap, Donnie Allison, who lead at the white flag, and Yarborough made contact on Daytona's long Superstretch. The two came together several times before hitting the wall in turn three and coming to rest in the grass.

Petty and Waltrip, who were running well behind the two, were now battling for the lead.

Daytona 500 Finishes

Richard Petty



Waltrip tried desperately to pass Petty — even getting his tires on the apron in the trioval — but Petty took the checkered flag in front of a National TV audience.

But the drama was not over. As Petty circled the track basking in victory, the CBS cameras turned their attention to the accident scene where Donnie Allison and Yarborough had come to rest. Donnie's brother Bobby had stopped to check on the situation, and tempers began

to flare. The brothers and Yarborough began fighting.

The drama and intensity of the Daytona 500 was never so clearly demonstrated as it was with the 1979 Daytona 500. It was Petty's sixth Daytona 500 win and one of the event's most memorable moments.



The Great American Race



Historic Day



An exuberant Waltrip gave television viewers and a crowded Victory Lane one of the most memorable celebration scenes in racing history.

Darrell Waltrip likes the number 17. His daughter was born on the 17th and in 1989, he was making his 17th start in the Daytona 500 in the No. 17 Tide Chevrolet.

The three-time NASCAR Winston Cup champion started on the outside of the front row along side Ken Schrader, who qualified with a speed of 196.996 mph. Waltrip led the first 10 laps before surrendering the lead to Schrader. There were 30 lead changes among 15

drivers that day. Schrader led 114 laps — the most of any driver.

As the race wore on, fuel conservation became the key strategy. Waltrip, known for his keen ability to stretch fuel mileage, pushed his car to the limit and took the checkered flag six seconds ahead of Schrader.

An exuberant Waltrip gave television viewers and a crowded Victory Lane one of the most memorable celebration scenes in racing

Daytona 500 Finishes

Darrell Waltrip



history. Waltrip even borrowed a move from Cincinnati Bengals running back Icky Woods who had earned fame for his "Icky Schuffle" which he performed after scoring a touchdown. Waltrip performed his version of the dance — complete with the obligatory spike of the helmet — in Daytona's Victory Lane.



The Great American Race



Historic Day



High above the crowd in Daytona's Winston Tower, Jarrett's father Ned treated a national television audience to a rare look at NASCAR's family tradition.

In 1992, driver Dale Jarrett, son of famed NASCAR legend Ned Jarrett, teamed up with NFL hall-of-famer and Super Bowl winning coach Joe Gibbs. With just one NASCAR Winston Cup win under his belt, Jarrett and Gibbs got through their first season with a second-place finish as their best showing.

By the second year of the team's existence, things were beginning to gel. Speedweeks 1993 saw Jarrett earn a spot on the outside of the front row

for the Daytona 500, with Kyle Petty starting from the pole with a speed of 189.426 mph.

Gatorade 125-Mile Qualifying Race winner and NASCAR rookie Jeff Gordon came from the third spot to lead the first lap of the race but gave way to Jarrett on the second lap. That started a series of lead changes that totaled 38 by the end of the race.

Dale Earnhardt and Jarrett swapped the lead a few times in the last 30 laps of the race,

Daytona 500 Finishes Dale Jarrett



with Earnhardt seeming to have the upper-hand. But on the final lap, the Dale and Dale show came out of the final turn with Jarrett in front.

High above the crowd in Daytona's Winston Tower, Jarrett's father Ned treated a national television audience to a rare look at NASCAR's family tradition. As his son headed toward the checkered flag in NASCAR's biggest race, the elder Jarrett forgivably lost announcer's objectivity and coached his

son across the line.

Fans of NASCAR racing remember this win as an example of the tradition that puts NASCAR in a class by itself.



The Great American Race



Historic Day



Despite his reputation as the Intimidator, Earnhardt's win in the Daytona 500 was an immensely popular one.

With seven NASCAR Winston Cup Series championships, Dale Earnhardt has established himself as one of the all-time greatest drivers in NASCAR history.

In his remarkable career, he has also established himself as the all-time leading race winner at Daytona International Speedway. Earnhardt entered the 1998 Daytona 500 with Pepsi 400, Gatorade 125-Mile Qualifying Race, IROC and Busch Series wins giving him a total of 29

event victories. Despite this remarkable record, Earnhardt never managed to reach Victory Lane in the Daytona 500.

His lack of success in the 500-miler became legendary. Four times he finished second even leading the white-flag lap on a few occasions, only to see a win slip away.

Despite entering the 1998 season in the middle of a career worst 59-race winless streak, Earnhardt came to Daytona with a champion's

Daytona 500 Finishes

Dale Earnhardt



determination. Again, he won his Gatorade 125-Mile Qualifying Race and secured the fourth starting spot for the "Great American Race."

In an action-packed 500 miles, eight drivers traded the lead. A late race accident forced a caution as the lead pack headed to the white and yellow flags. Earnhardt took the checkered flag under caution and finally ended year's of frustration trying to win NASCAR's biggest race.

Despite his reputation as

the Intimidator, Earnhardt's win in the Daytona 500 was an immensely popular one. On his way to Victory Lane, crew members from nearly every team lined pit road to extend congratulations to the 1998 Champion.



The Great American Race



NASCAR Winston Cup Series

1998 Daytona 500 in Review

By Godwin Kelly

From start to finish, the 40th annual Daytona 500 was gripping and competitive.

It was a victory for the ages. It didn't matter if you were a Jeff Gordon or Rusty Wallace or Mark Martin fan, because this NASCAR Winston Cup Series win by one of stock car racing's greatest heros seemed to transcend the usual party lines.

When Dale Earnhardt's Goodwrench Service Plus Chevrolet crossed the finish line in the season-opening Daytona

500, the record crowd, nearly 200,000 strong, gave the seven-time Winston Cup champion a rousing standing ovation.

Earnhardt, who finally won NASCAR's biggest prize on his 20th attempt, rewarded the throng with two victory doughnuts in the shape of a No. 3, his car number in the trioval grass.

The 46-year-old driver finally filled the one void in his outstanding stock-car racing career, and accepted the biggest winner's check in NASCAR's 50-year

history.

"The Daytona 500 tops them all buddy," said Earnhardt of his 71st career victory. "It's the icing on the cake."

Earnhardt became the second oldest driver to win the 500, behind Bobby Allison who captured the 1988 race at 50, and increased his Daytona win total to 31. But this is the first time his name will appear on the coveted Harley J. Earl Trophy.

From start to finish, the 40th annual Daytona 500 was grip-

ping and competitive. The outcome was in doubt until Lap 199 of the 200-lap run over Daytona's revered 2.5-mile trioval.

Earnhardt clinched the win, and put a stop to a 59-race losing streak, when he flashed under the yellow and white flags ahead of polesitter Bobby Labonte, Jeremy Mayfield, Ken Schrader and Rusty Wallace.

That yellow was thrown after John Andretti and Lake Speed had spun on the back straight-away.

"The Daytona 500 tops them all buddy. It's the icing on the cake."

...Dale Earnhardt

Yellow means slow down and don't pass. White signifies the last lap of the race. When Earnhardt hit the line under those flags to complete Lap 199, he had all but won the 500.

"I was going along slow down the backstretch and I said, 'I want to go fast so I can get back around there.' So I took off," said Earnhardt, who won a record \$1,059,105 from the \$7 million purse. "I came back around and took the checkered flag and I got pretty excited really."

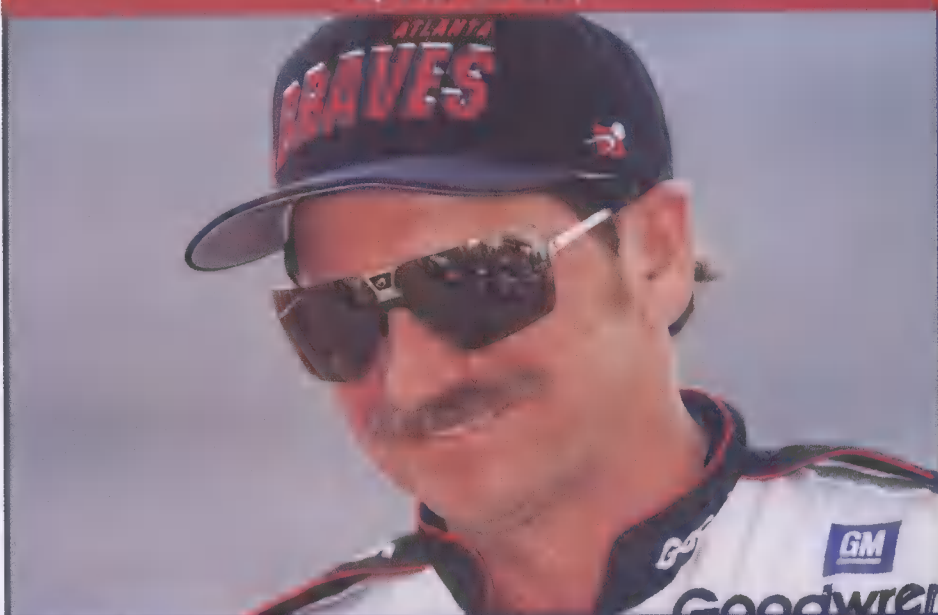
Earnhardt has always been competitive in the Daytona 500, but never enjoyed much luck. In 1986, he ran out of gas in the closing laps. In 1990, a cut rear tire on last lap cost him the win. In 1993, his car got loose, and he lost the lead two laps from the finish.

The "Intimidator" wouldn't be

continued on next page

Dale Earnhardt's Lucky Penny

By Godwin Kelly



On the day before the Daytona 500, two Make-A-Wish children were brought to Dale Earnhardt in the Daytona International Speedway garage area.

One of the kids, Wesso Miller, from the state of Washington, was a pretty little girl bound to a wheelchair.

"She rubbed on this penny, and handed it to me, and told me to win the race," said Earnhardt. "I glued that penny to the dashboard. That was pretty special."

The NASCAR Winston Cup Series moved on to North Carolina Motor Speedway in Rockingham the weekend fol-

lowing the Daytona 500. But Earnhardt's special penny stayed behind.

The day following the race,

"She rubbed on this penny, and handed it to me, and told me I'd win the race."

40th annual Daytona 500. Earnhardt said goodbye to the Chevrolet Monte Carlo, and its contents, that carried him to victory in NASCAR's biggest event.

continued on page 60





Dale Earnhardt wins the 1998 Daytona 500

continued from previous page
denied this day. Earnhardt started fourth and was competitive from the start. He went to the point for the first time on Lap 17, and ended the day leading five times for 107 laps, including the last 61 nail-biting circuits.

Since the race produced just three caution periods covering nine laps, pit stops were critical, and track position was essential. Earnhardt cruised the first 57 laps even before pitting.

The pit stop that ultimately carried Earnhardt to victory was on Lap 174, during the second cau-

"I was going along slow down the backstretch and I said, 'I want to go fast so I can get back around there.' So I took off."

... Dale Earnhardt

tion after Robert Pressley and Andretti spun on the backstretch.

Earnhardt led the lead pack down the service alley, took a can of gas and right-side tires, then smoked his tires leaving his pit box, beating teammate Mike Skinner plus Mayfield, Wallace and 1997 Daytona 500 winner Jeff Gordon back to the track.

"I was focusing on it," said Earnhardt, who averaged 172.712 mph, the third fastest 500 in history. "I was trying to make sure we got out fast."

Skinner and Earnhardt drive for



car owner Richard Childress. On the final restart, Lap 178, Skinner

"I was focusing on it. I was trying to make sure we got out fast."

... Dale Earnhardt

shoved on the rear bumper of Earnhardt's car pushing the stock-car veteran to a solid lead.

"Mike Skinner helped us tremendously on that restart," said Earnhardt. "Guys got to rac-

ing behind me, and that gave me an edge."

"I told Dale he was the man," said Skinner, who was shuffled to an eighth-place finish. "I'm really happy everything worked out for him."

"It's a dream come true for me," said Childress.

It also marked the first win with Childress Racing for crew chief Larry McReynolds.

Three of the drivers behind Earnhardt were gunning for an additional \$1 million bonus and gave chase. They had left their sentimentality for Earnhardt back in the garage.

Earnhardt was watching for

Mayfield and Wallace, both wheeling Ford Tauruses under the Penske South banner, to make a run for the lead. They had dispatched Skinner with relative ease on Lap 179.

The mad scramble for the 500 started on Lap 196, and Earnhardt looked in his mirror with delight as the cars behind him stacked up two-wide.

"We kept playing our cards," said Earnhardt. "The years of experience helped me out there. It played to my hand when they didn't start racing until four to go. It worked out to be I was in the right place at right time. It was my time. That's all I can say."

continued on page 144





NASCAR Winston Cup Series

Dale Jarrett: Always A Favorite To Win

by P.T. Edwards



Dale Jarrett wins the 1996 Daytona 500

Dale Jarrett knows a thing or two about racing at Daytona. In fact, he's shown Dale Earnhardt — seven time NASCAR Winston Cup champion and all-time leading Daytona race winner — the way to the checkered flag in the Daytona 500 twice. Jarrett's wins in 1993 and 1996 were not necessarily surprises, but he was certainly not the



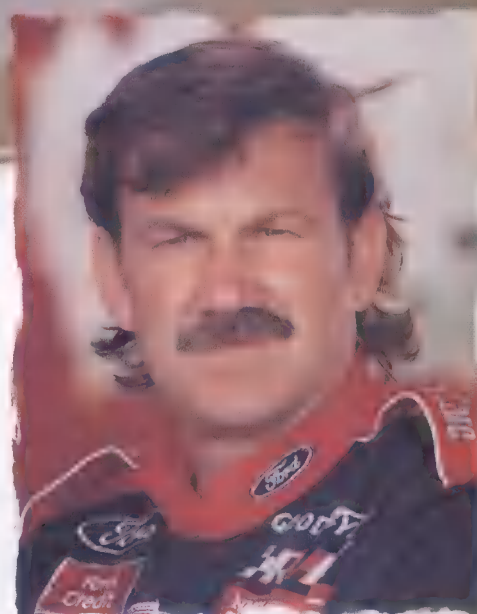
pre-race favorite entering those races. He had just one NASCAR Winston Cup series win entering the 1993 Daytona 500, and his Joe Gibbs-owned team was in just their second year of existence.

As the race neared the close, Jarrett's famous NASCAR champion father, Ned, was calling the race live on CBS. In what was one of the Daytona 500's best television moments, Jarrett foiled another attempt by Earnhardt to

get the Daytona monkey off his back.

When the 1996 Daytona 500 rolled around, Jarrett, who had left Gibbs in 1995 to drive Robert Yates' Fords, entered the season with a new team and crew chief, Todd Parrott. The new combination scored a big win surprising many with their maturity as a team, despite the limited experience together.

Now, whenever he returns to





Daytona, Jarrett is considered one of the favorites; he knows how to win the Daytona 500.

"This is special," Jarrett said of the Daytona 500. "I've been asked a hundred times what makes it so special and I'm not sure. The headquarters of NASCAR is here and this is our biggest race. It's the race everybody wants to win and being fortunate enough to be a two-time winner of it, I know the things that come along with it. It makes it really special to come back here and know you've had the opportunity to win this race twice."

That experience counts when it comes to NASCAR's biggest race. With all the teams and drivers pulling out all the stops for this one day of racing, the competition is intense. But the veteran Jarrett has learned some valuable lessons with his wins.

"I know what it takes to win," he said. "There are a lot of people who think they can win, but they haven't done it yet; until you do it, you're not exactly sure of what all it does take and what it involves. What it takes is a full day of making all the right decisions and the right calls."

Jarrett has proven that he and

the Robert Yates crew know how to win. After their win in the '96 Daytona 500, the team has earned no less than two wins in each season and Jarrett has been in the hunt for the championship each year.

But he has never been able to put together a championship year.

With success in racing usually measured by wins in racing's most prestigious races at the most challenging tracks, Jarrett instead measures his success another way.

"Most people as they grow up

and have to get a job, get separated from their families," he said. "We've been able to keep our family around. We're there for each other all the time and to have him (his father) calling the race that is our biggest race ... is quite a thrill. It's something we'll always have. There are very few fathers and sons that are able to have that bond and that relationship."

Jarrett has extended that bond yet another generation. His son, Jason, has been getting his feet wet in NASCAR Busch Series competition. Despite the fact that his father is one of NASCAR's best current drivers and his grandfather is a NASCAR legend, Jason has spent his time behind the wheel learning first hand how to drive in tough NASCAR competition.

"It's not 'Do this' or 'Do that,'" the third generation driver said of his father's racing advice. "It's a suggestion. He's so smart. He lets you figure it out. I'm driving the car. I have to figure out what the car needs."

With winning so much a part of the Jarrett way, and their focus on family, it is easy to see why there has been so much success on the track. And looking at the current racing Jarretts, it looks to be a long way from over.



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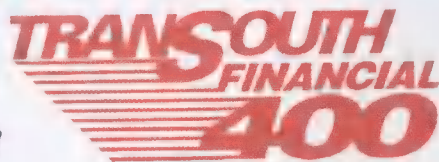
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March 20

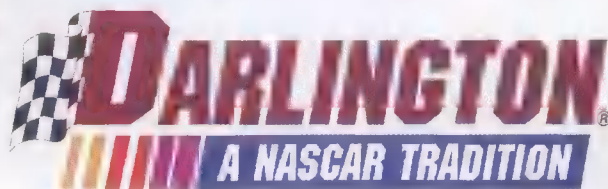
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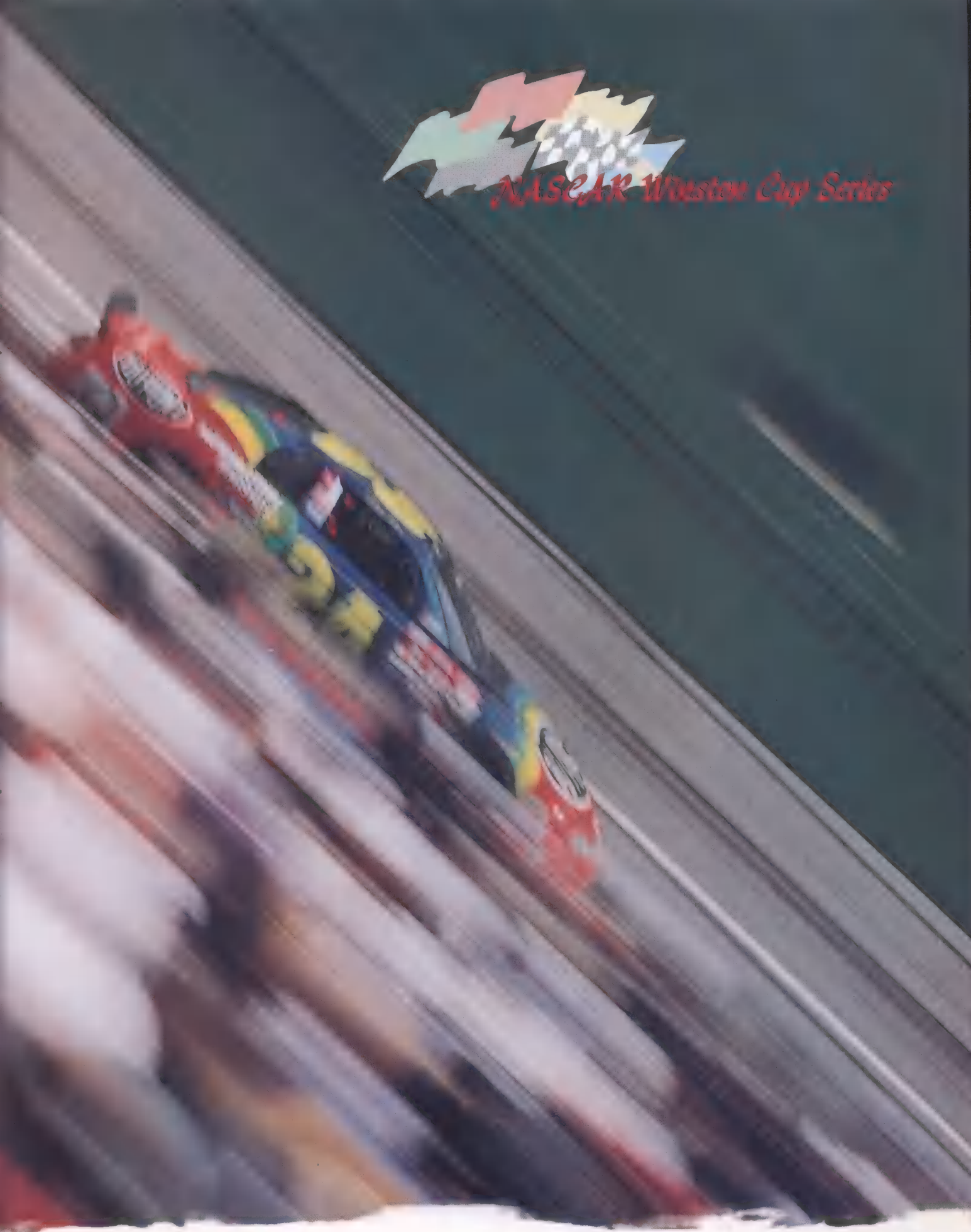
By P.T. Edwards

In 1992, Richard Petty was winding up the most successful NASCAR Winston Cup career in the history of the sport. On a fall day in Atlanta history was made as he made his final laps in competition.

That same fall day, in a much less noticeable fashion, another driver made history. It was not that he failed to finish the race or that he won \$6,285 dollars that made history. It was because he was Jeff Gordon and he had made his first NASCAR Winston Cup start.



NASCAR Winston Cup Series



The Great American Race



Though he was merely a footnote in that first race, just three months later the racing world saw the then 21-year-old in Victory Lane again making history — this time as the youngest driver ever to win a Gatorade 125-Mile Qualifying Race for the Daytona 500.

With that win and his subsequent strong starting spot for the Daytona 500, Gordon announced to the world that he would be a factor.

And he was.

In his first ever Daytona 500 and just his second NASCAR Winston Cup Series points race, Gordon found himself in the lead pack as the race neared the end.

"I'll never forget being on Earnhardt's bumper with 10 laps to go in the Daytona 500 — my first ever Daytona 500," Gordon

said. "I'm thinking 'What the heck am I doing here?' and 'I don't know how to pass him or how to keep from getting passed.' I was just kind of amazed and

son of competition, he won his won his first series championship in 1995. He followed that with a runner-up finish in the points race to teammate Terry Labonte in '96

When the final race at Atlanta is over, you start thinking about Daytona the next year.

overwhelmed just being in that position."

His fifth-place finish in that race began a season that would see him win the NASCAR Winston Cup Series rookie of the year award — just the first of his many accolades.

From there he continued to improve until, in just his third sea-

and another championship in '97. Of course, his success didn't end there.

His remarkable and dominant performance in 1998 captured headlines, attracted a chorus of jeers along with the cheers at the tracks he devoured and even got him accused of cheating. But he and the "Rainbow





Crew Chief Ray Evernham

Warriors" crew led by Ray Evernham persevered.

Among Gordon's triumphs in 1998 were wins in "No Bull 5" races where he earned an additional \$1 million dollars for winning and finishing well in some of NASCAR's biggest races. His wins at Indianapolis and in the Pepsi Southern 500 in Darlington earned him million-dollar paydays.

Gordon's win at Darlington was his fourth-straight Southern 500

win and his second million-dollar win in a row. All this on a track thought to be "Too Tough to Tame" and on days where the media pressure was intense.

Jeff Gordon is good.

With one history-making performance after another, Gordon returns to Daytona with one Daytona 500 win ('97) and the ability to accomplish seemingly every goal he and his team attempt. What probably worries the competition most about facing Gordon and the Hendrick Motorsports team in the "Great American Race" is the fact that team — always well prepared on raceday — come to Daytona with more practice, preparation and determination than anywhere else they go.

"Basically, when the final race at Atlanta is over, you start thinking about Daytona the next year,"

he said, "so that tells you how much preparation goes into it.

"Everybody puts a lot of emphasis on this one race," he said. "That just proves how important this race is."

So when the most dominant team on the circuit decides to get serious, race fans watch with anticipation; the competition watches with a combination of fear and envy.

The team has been under fire since Gordon first starting winning. That pressure has fueled the crew and made them even tougher to beat. And all of this energy was added to the team that began with a simple and effective motto:

Refuse to lose.

Gordon and the Rainbow Warriors continue to re-write the record books and show no signs of letting up.





The Adventures of Rusty

By Godwin Kelly

The 1998 Bud Shootout ended in a one-lap shootout with veteran Rusty Wallace pulling the trigger on his first Winston Cup victory at Daytona International Speedway.

The family theme continued to play during Speedweeks '98 as Kenny Wallace pushed his older brother to victory in the 25-lap sprint on the heels of a dramatic, last-lap restart.

"It was a helluva race," said Rusty, who wheeled the Miller Lite Ford Taurus to its first NASCAR win. "I didn't even know how to get to Victory Lane."

Fords swept the top four positions. Bill Elliott was third followed by Jimmy Spencer. Ken Schrader, in a Chevrolet, rounded out the top five.

Spencer, the only driver in a Ford Thunderbird, earned the 17th and final starting position by winning the new Bud Shootout qualifying race.

Jeff Gordon, who won this race last year, was leading the field to the last green flag, but wound up 14th after breaking, then argued that Rusty Wallace had jumped the start.

"It's up to the leader to start," said the 1997 Winston Cup





Jimmy Spencer earned his trip to the Bud Shootout by winning the Bud Shootout Qualifying Race, but Rusty Wallace was the overall winner of the Shootout.





champion. "They said it in the drivers meeting. The leader sets the pace. He starts the race. It certainly wasn't that way today. That was ridiculous. He was two car lengths ahead of me."

"I think they (NASCAR) thought I broke. I really didn't break. He just took off. I didn't break until the back straightaway. I'm really disappointed they let something like that get away."

Wallace, who was penalized and lost a race for jumping the start last year, was outside of Gordon on the restart. Wallace said he punched the gas where the trioval grass starts to split pit road from the race course.

"In the drivers meeting, they said, 'Start at the green grass,'" said Wallace, who won \$100,882.

Rusty Wallace put a string of bad luck at Daytona behind him with a win in the 1998 Bud Shootout.

"When I got to green grass, I took off. I noticed he (Gordon) stood on his brakes. I wasn't going to wait for him."

Gordon said he thought NASCAR would call for a restart, and took his time getting to speed. When he got to the backstretch, he lost fourth gear. Despite breaking, Gordon disputed the decisive restart.

"He already started to take off," said Gordon. "By the time I take off, he was gone. I'm waiting for a caution. It's pretty disappointing they let a restart like that get away. Rusty jumped the start bigtime."

Wallace, the 1989 Winston Cup champ, said restarts have always been one of the strong points of his driving ability.

"In a big shootout like this, you just don't lay around and wait for everybody to do what they're going to do," said Wallace, who averaged 178.998 mph after starting the race in 13th position.

When Wallace zoomed past Gordon, it started a stampede. By Turn 2, everybody had cleared Gordon's rainbow-colored Chevy. In the scramble, Kenny Wallace, who was lined up sixth on the restart, found himself behind Spencer and his older brother, battling for the lead.

Kenny didn't take long to decide who to follow, and push to victory.

"It was my brother," said the younger Wallace.

"I looked in the mirror, and saw my brother Kenny," said Wallace. "And I said, 'That's what I need right now — a little brotherly love.' He stuck (his front bumper) up my rear end and shoved me right to the front."

Siblings ruled Speedweeks to this point. Another set of Winston Cup brothers, Bobby and Terry Labonte, swept the top two starting positions for the Daytona 500.

The Bud Shootout's mandatory pit stop played into the finish. When the entire field pitted on Lap 10, Rusty Wallace wasn't on the leaderboard.

After a lightning-fast stop, Wallace emerged from the service alley in fourth place, and within a lap, was up to third.

"I knew the pit crew would play a vital part, and they did," said Wallace, who's only other Daytona win was an IROC race in 1989.

Caution laps didn't count, but there were two yellow flags displayed. The second caution period, on Lap 24, set up Wallace's dash to victory.





1999 Pepsi 400

Lights...

Camera...

Action!

Last October 17, Daytona International Speedway's inaugural nighttime running of the Pepsi 400 captured the imagination of race fans everywhere.

After more than a year of anticipation, the nighttime spectacle debuted with worldwide attention and fanfare. It was a new milestone for the sport of NASCAR Winston Cup racing and the hallowed grounds of Daytona International Speedway.

Next July, the curtain will again go up on "America's Largest Nighttime Sporting Event" with the Pepsi 400 again taking center stage. Showtime is 8 p.m. on July 3, 1999.

Lights, camera, action.

Lights. Daytona International Speedway has them, a lot of them. In fact, the lighting system which illuminates the world-famous 2.5-mile superspeedway produces enough light to light a two-lane residential street from Daytona Beach, Fla. to Muscatine, Iowa. The system produces enough light simulate the high beam headlights of 87,000 passenger cars. Some of impressive statistics associated with the project include 1,835 light fixtures, 191 poles, 150 miles of wire, 800 tons of concrete and 2,600 square feet of mirrors.

Camera. Next year will mean a milestone in sports television history. Along with

a capacity crowd on hand, millions more will be glued to their television sets at home as CBS Sports presents the first primetime network broadcast of a motorsports event. CBS Sports, which rewrote history by broadcasting the





Jeff Burton during a recent night test at Daytona

1979 Daytona 500, the first flag-to-flag broadcast of a motorsports event, will again break new ground in the world of sports television coverage with next July's event.

Action. A 40-car freighttrain draft at Daytona is one of the

most exhilarating sights and sounds in all of sports. Breathtaking 190-mph action, side-by-side racing and terrific finishes seem to be the norm at the historic facility. However, from the driver's point of view, holding the Pepsi

400 at night

"If it's possible, I think our sport is even more exciting under the lights," said 1997 Pepsi 400 champion John Andretti. "Anything that does happen on the racetrack under the lights seems to be more

continued on page 49





NASCAR Winston Cup Series

Martin Continues Quest

Mark Martin has long been known for his determination.

The Batesville, Ark., native has a one-track mind that is focused on winning.

Martin began to make a name for himself on the American Speed Association (ASA) circuit in the late '70s and early '80s. After three consecutive championships ('78-80), Martin took his team south and began his NASCAR Winston Cup career.

In 1981, Martin's self-

owned team made a dramatic impression. In just five starts, Martin won two poles and had two top-10 finishes. The next year, Martin competed in the whole series and earned 8 top-10s. After a disappointing partial season in 1983, Martin returned to the ASA to re-group.

by P.T. Edwards







With another championship in 1986, Martin earned a ride with car-owner and motorsports businessman Jack Roush who was looking to start a NASCAR

Winston Cup team. In 1988, Roush Racing went Winston Cup racing with Martin behind the wheel.

The team began winning

races in one of the most competitive racing circuits in the world. The team grew and grew as Roush Racing became one of the premier racing teams around. Entering 1998, the team was comprised of five separate racing teams in which Roush Racing had an interest.

Martin continued as the lead driver in the stable. But his 1998 season will be remembered as much for its tragedy, as its triumphs. In August, Martin's father, stepmother and half-sister were killed in a plane crash.

In the midst of a frustrating season of near-misses, Martin renewed his effort to win the championship following the death of his father. But Martin's determination and remarkable consistency were over-shadowed by one thing: the even more remarkable success of Jeff Gordon.

It seemed as if every time



Martin calls his Roush Racing team 'The best race team on the circuit.'



Martin and Crew Chief Jimmy Fennig (L)

Martin turned in a strong run, points leader Gordon did Martin one better. With an effort rarely seen in NASCAR Winston Cup racing, Martin still found himself fighting his way out of the Hendrick Motorsports shadow and that of Gordon.

"We didn't win it," an emotional Martin said after a second-place run at Michigan just days after his father's funeral. "I gave it my best. I still dedicate that race to my dad, Shelley and Sarah. I gave it all I had. If we were meant to win that race, the yellow wouldn't have come out when it did. It just wasn't meant to be today. We gave them all we had, but it wasn't enough."

But the determination again came to the front with Martin earning a win just one week later at Bristol.

"I want to thank the race fans for their sympathy, support and love," Martin said. "Their love for this sport and love for our family has meant everything. I cried last week because I didn't get to dedicate a win to my dad, Shelley and Sarah. This one's for them and he would have been proud of this one. It was an awful good run and I want to thank this race team. I don't know if we're in the running for the championship or not, but we've got the best race team on the circuit whether we win or not. I'm proud to be with them."

Among Martin's '98 triumphs was a fourth, and third consecutive, IROC championship. His success against the best race-car drivers in the world has been remarkable. But as impressive has been his gen-

erosity with his Winston Cup team members. Since invitations to compete in IROC competition come from success during the season, Martin splits his winnings with the crew of his No. 6 Valvoline Ford.

With triumphs and tragedy, Martin continues to devote himself to winning.

"I'm a racer," Martin said recently. "That's all I am. I race. And I race to win. That's what's important to me. Being a star is not why I got into racing. I got into racing because I was good enough at it that I had a chance to win. And winning is like nothing else."

"So I don't make a big deal out of the past. What I try to do is focus on the future and try to get the most I can get every time — the biggest piece of the pie."





Irwin Goes To School

By P. T. Edwards

The Firstplus Financial 200 has long been known as one of the most exciting races of Speedweeks. It is the biggest race of the ARCA Bondo/Mar-hyde series season and it usually attracts a large number of entries.

Since the cars are similar to NASCAR Winston Cup Series stock cars, in fact, many of the machines have competed in Winston Cup races, many drivers use the ARCA event at Daytona to gain experience on Daytona's high-banks.

Such was the case with 1998 rookie Kenny Irwin who took

over in Robert Yates Texaco Havoline Winston Cup Fords in '98. Irwin, who had no previous experience on the famed trioval, used the ARCA race as a warm-up for the Gatorade 125-Mile Qualifying Races for the Daytona 500.

But Irwin's performance did not look like what you'd expect a Daytona novice to deliver. He battled two former winners of the Firstplus Financial 200: NASCAR veteran Mike Wallace and Andy Hillenburg — a stock car driving instructor. Against these formidable opponents, Irwin showed he is a quick study by taking the win.

"Before today I had no drafting experience whatsoever," said Irwin after his win. "But, Learned a lot in 80 laps about what I need to do. I think you saw a couple of times where I got snookered or taken advantage of, so next time I'll know what to do."

Irwin led 41 of 80 laps including the final 11 en route to his first victory ever on a superspeedway. Irwin averaged 153.191 mph.

Wallace came to the ARCA event in an effort that had been formed just weeks prior to the race.

"You've got to remember," Wallace said, "this is a borrowed

effort. We came to race against Robert Yates Racing and the serious effort they've got. Michael Kranefus, Paul Andrews and all those guys loaned us cars and everything to come here with."

Wallace, who won the 1994 Firstplus Financial 200, parlayed that borrowed effort into a strong run. A late race run proved to be timely, as he narrowly avoided a last-lap wreck that collected Mike Ciochetti and Frank Kimmel.

"Fortunately, Andy (Hillenburg) gave me a good push to get around the 80 (Ciochetti)," Wallace said. "I don't know how those guys wrecked behind me."

Kimmel had lost control of his car between turns three and four and got into Ciochetti triggering the accident.

"The guys (Wallace and Hillenburg) ganged up on us," Ciochetti said. "I think if I could have gotten ahead of Kenny (Irwin) we could have won the race. I guess (Kimmel) got a little

loose and over-corrected and slapped into me. But that's racing."

After earning good grades and moving to the head of the class, Irwin talked about his lessons on the race track — as well as those he learned from the grandstands.

"I watched Dale Earnhardt move from the back to the front in the Bud Shootout; it definitely takes a lot of experience to figure it out," he said. "I by no means have drafting figured out. But I'm closer."

Irwin's performance in the ARCA race helped him to earn respect from his fellow NASCAR competitors who knew the Indianapolis native from his NASCAR Craftsman Truck Series experience. Irwin earned his Robert Yates Racing



Kenny Irwin wins 1998 Firstplus Financial 200

ride with his 1997 Rookie of the Year performance. That season saw him earn wins at Homestead and Texas.

In The Firstplus 200



Andy Hillenburg and Mike Ciochetti in tight ARCA racing action at Daytona





ARCA Bondo/Mar-Hyde Series

Kimmel Steps Up In ARCA

After suffering an injury in practice at Atlanta late in 1997, perennial ARCA standout Tim Steele made few appearances behind the wheel in 1998. His first race back, however, at Pocono showed that Steele is one of the best.

By Lefty Hollis





Tim Steele



Frank Kimmel

After being sidelined for several months, Steele wasted no time getting back into the swing of ARCA Bondo/Mar-Hyde racing. He dominated like the Steele of old.

Steele won both Pocono races and one at Pike's Pike Raceway in Colorado in his

able to perform at my best in a race car. If I can't be 100% then I'm putting myself and my fellow drivers in a bad position. So we'll sit these races out, get my physical condition sorted out and go from there."

Having won the ARCA

"I got banged around in the accident on the backstretch at Atlanta and really haven't felt right since."... Tim Steele

successful return to competition.

But Steele's return was brief. In August, following his three-win June and July, Steele was again injured in a crash at Atlanta.

"I got banged around in the accident on the backstretch at Atlanta and really haven't felt right since," said Steele. "I've learned to assess when I am and when I am not physically

Bondo/Mar-Hyde series title two years running, Steele's absence on the circuit left a big whole.

But Frank Kimmel, the veteran ARCA competitor from Jeffersonville, Ind., stepped up to assume the position as the series' star.

Kimmel's 1997 runner-up finish to Steele in the points standings was his career-best heading into 1998. With





Kimmel (No. 46) in action with Steele (No. 15) at Toledo

Steele not a factor in the points race, Kimmel dominated winning nearly every race that Steele didn't in his brief return.

Kimmel's dominating season got off to a rough start, however. The FirstPlus Financial 200 Daytona saw Kimmel's day end with a last-lap crash that collected Mike Ciochetti.

"We were just racing real hard," Kimmel said. "I got up underneath Mike on the last lap and had a good run going. I just basically lost it is all I could say. I really hate it for Mike, he had a great race car and ran a good race. It's terrible for something like that to happen on the last lap. It is just really hard racing."

But Kimmel's fortunes soon changed as the series moved on. The third race of the season, at Salem Speedway in Salem, Ind., saw Kimmel begin

a streak where he won four of the next five races leading up to Steele's return.

A dominating performance in ARCA competition means a driver has versatility. The ARCA

Speedway in Flat Rock, Mich.) ARCA competitors also race their Winston Cup-style stock cars on the clay ovals at the Illinois State Fairgrounds in Springfield and the DuQuoin

The FirstPlus Financial 200 at Daytona saw Kimmel's day end with a last-lap crash that collected Mike Ciochetti

Bondo/Mar-Hyde series races the world's greatest and fastest tracks (such as Daytona and Talladega Superspeedway) and still travels to short tracks around the midwest (such as the .375-mile Kil Kare Speedway in Xenia, Ohio, and the .25-mile Flat Rock

Fairgrounds in DuQuoin, Ill.

Kimmel's ARCA career started in 1990 with just two starts. In 1992, he earned the STP / Prestone ARCA Rookie of the Year award. In 1996 and '97 he competed on the NASCAR Craftsman Truck Series for selected events.



John Andretti scored his first NASCAR Winston Cup win with his '97 Pepsi 400 win.

dramatic. Night racing just has a mystique about it."

"We've all seen racing under the lights, but the kind of racing we do at Daytona is different," said two-time Daytona 500 champion Dale Jarrett. "As thrilling as it is during the daylight, it's even

more thrilling at night."

Adding to the excitement, next year's event takes will return to its traditional position on the season schedule, taking place on the Fourth of July weekend. Among the festivities planned to honor our nation's birthday is the State of



Andretti (R) received the honor of installing the first lightbulb at Daytona.

Florida's largest fireworks show.

"A NASCAR Winston Cup race at Daytona under the lights is one of the greatest spectacles in motorsports, second only perhaps to the Daytona 500," said John Graham, president of Daytona International Speedway. "Each year, through the combination of huge television ratings and sold-out grandstands at the Speedway, the Daytona 500 enjoys the largest audience in motorsports, we expect the Pepsi 400 to be a very close second to the Daytona 500."

Victory Lane has experienced many lively celebrations following the Pepsi 400.

NASCAR legends such as Richard Petty, Dale

Earnhardt, Bill Elliott, Bobby Allison and Jeff Gordon have all tasted the thrill of victory at

We've all seen racing under the lights, but the kind of racing we do at Daytona is different.

the conclusion of the Pepsi 400. And another exciting post-race celebration is sure to follow the Second Annual nighttime running of the Pepsi 400.

Various ticket options are available to race fans wishing to experience "Daytona at the Speed of Light." For more information regarding tickets for the 1999 Pepsi 400 weekend call (904) 253-7223 or visit [http:// www.daytonausa.com](http://www.daytonausa.com).



ARCA BONDO/MAR-HYDE SERIES DRIVERS



Bill BAIRD

Hometown: Sturgis, KY



Josh BALTES

Hometown: Dayton, OH



Norm BENNING

Hometown: Pittsburgh, PA



Ed BERRIER

Hometown: Winston Salem, NC



David BOGGS

Hometown: Rock Hill, NC



Mike CIOCHETTI

Hometown: Clayton, GA



Joe COOKSEY

Hometown: Centralia, IL



Jeff FINLEY

Hometown: Lansing, MI



Bill FLOWERS

Hometown: Powder Springs, GA



Bobby GERHART

Hometown: Lebanon, PA



Mark GIBSON

Hometown: Auburn, GA



David HALL

Hometown: Kansas City, MO

ARCA BONDO/MAR-HYDE SERIES DRIVERS

ARCA
RACING CLUB
OF AMERICA



Andy HILLENBURG

Hometown: Harrisburg, NC



Frank KIMMEL

Hometown: Jeffersonville, IN



Jimmy KITCHENS

Hometown: Hueytown, AL



Gary LATON

Hometown: Albemarle, NC



Kenny MARTIN

Hometown: Broadview Hts., OH



Dan PARDUS

Hometown: Daytona Beach, FL



Curt PIERCY

Hometown: Normal, IL



Mark STAHL

Hometown: Savannah, GA



Tim STEELE

Hometown: Coopersville, MI



Bob STRAIT

Hometown: Moline, IL



Mark THOMPSON

Hometown: Cartersville, GA



Billy VENTURINI

Hometown: Kannapolis, NC



NASCAR Winston Cup Series



Jeremy Mayfield gets in line with former champions Jeff Gordon, Rusty Wallace and Dale Earnhardt.

Jeremy Mayfield

*... came to Daytona
in February, 1998,
with a new —
but familiar — look.*



The blue and white paint on Mayfield's Ford was a sign that things had changed for the young driver from Owensboro, Ky.

After the 1997 season, Michael Kranefuss,

owner of the Ford's driven by Mayfield, sold an interest in the team to Roger Penske — famed CART team owner and owner of Penske Racing South and the Miller Lite Fords of Rusty Wallace. The result was Penske-Kranefuss Racing with Mobil 1 as a sponsor.

The new team came to Daytona with Mayfield and 1989 Winston Cup champion Wallace

linked with similar paint schemes on their cars, but more significantly, linked as teammates.

"I think it's going to be great for my career," Mayfield said. "To have the opportunity to work with Rusty as a driver has been super. He's taken me in like a brother."

Mayfield entered the 1998 Daytona 500 with four prior starts in the event. His best finish came in 1997 with a sixth place showing. But the energy around the new collaboration was strong as the 1998 season got underway. Wallace and Mayfield, with similar car set-ups, earned the 12th and 13th starting positions.

With similar cars, the two managed to work themselves into contention toward the end of the 500-mile contest.

As the race neared the close, the two were in the top-five — Wallace in fifth and Mayfield in third — giving both drivers their best-ever Daytona 500 finish.

"Jeremy's car and my car ran great all day long, so what a two-car effort ..." Wallace said. "Jeremy and I worked together like clockwork. I'm looking forward to us having a lot more races like that this year."

For Mayfield, being a contender in the Daytona 500 and a teammate to a former NASCAR

continued on page 55



**A TALL, COOL DRINK
ON A LONG, HOT ROAD...**



THE GREAT AMERICAN RACE
FEBRUARY 14TH, 1999

**Pepsi CELEBRATES
ITS PARTNERSHIP WITH
THE DAYTONA 500.
FEBRUARY 14, 1999**

Winston Cup champion was even more meaningful.

"This has definitely been a dream of mine," he said following the race. "Rusty stuck with me and that is what teammates are all about."

The performance of the teams carried on for several weeks as Mayfield held the points lead for part of the season. But the ultimate sign that Mayfield had taken a big step in the ranks of NASCAR Winston Cup competition came in June at Pocono where he scored his first career win.

"Sometimes when you dream

"As long as I can remember, all I have ever wanted to do is drive race cars and to be a Winston Cup driver."...Jeremy Mayfield

about something all your life or you keep thinking and thinking about something, when it actually happens it's kind of a let-down. You know, nothing can be quite as good as you dream it's going to be," Mayfield said. "Well, let me tell you that is definitely not the case with this. Believe me, dreams do come true; even those dreams you have as a kid that might seem kind of far-fetched to some people at the time. As long as I can remember, all I have ever wanted to do is drive race cars and to be a Winston Cup driver. And I wanted to be a very successful Winston Cup driver. Of course, when you're a kid dreaming about it, you win a heck of a lot of races and a whole lot of championships. Winning at Pocono, the feeling, the excitement, it was everything I dreamed it would be — and more.



Mayfield's Penske-Kranefuss race crew put together strong pit stops during the 1998 Daytona 500.

"Michael Kranefuss gave me a chance to move to the next level, bringing me over to this race team in 1996 (September). Everybody worked hard and worked together and we kept getting better. Paul Andrews came over as crew chief (December, 1996) and we've

been great together. I can't imagine a better guy to work with. I can't imagine a better guy to work with whether I was the driver or one of the crew guys or whoever with this race team. He is the best crew chief in racing, as far as I'm concerned."





NASCAR Winston Cup Series

Earnhardt, Marlin Take 125s

By Godwin Kelly

There were a bunch of new, exciting faces competing in the Gatorade 125-Mile Qualifying Races, but it was the old guard who toted home the coveted winner's trophies.

Dale Earnhardt kept his streak alive, while Sterling Marlin showed his old superspeedway magic as both veterans claimed a Gatorade win at Daytona International Speedway.

The 40-year-old Marlin, making his debut in a Felix Sabates-owned, Coors Light-sponsored Chevrolet, averaged 139.925 mph in the first 125. He beat runner-up Dale Jarrett, wheeling a Robert Yates Ford Taurus, by .158 of a second.

"It feels great to be back," said Marlin, a two-time Daytona 500 winner. "I couldn't ask for a greater bunch of guys to work with. To get back here and win a race here means an awful lot."





The Galorade 125-Mile Qualifying Races provide a double-dose of NASCAR Winston Cup excitement with the added drama of Daytona 500 qualifying.





Darrell Waltrip (No. 17) and Steve Park (No. 1) crash out of the Gatorade 125-Mile Qualifying Races.

Bobby Labonte, the Daytona 500 pole winner, wound up third in his Pontiac, followed by Jimmy Spencer in a Ford and Ward Burton in a Pontiac.

Marlin, who paced the final 17 laps, caught two breaks to score the win. First, he hooked up with Labonte to overtake the field, and he earned vital track position when

half the leaders went to the pits for service on lap 35 during the second caution.

"With him (Labonte) down there, we were picking off two or three cars running on the bottom," said Marlin, who pocketed \$42,005 for the win. "At the start of the race, I thought about hanging around ninth or 10th place. But everybody got to lift-

last transfer position to the 500 grid.

Earnhardt, who wheels the Goodwrench Service Plus Chevrolet, hadn't won a regular Winston Cup event since the early part of the 1996 season, but he hasn't lost a Gatorade 125 in the 1990s. The seven-time series champ now boasts nine consecutive victories in these action-packed Daytona 500 qualifiers after claiming the second half of this doubleheader.

"It feels good," said Earnhardt, who boasts 11 career 125-mile wins. "It's hard to believe we've won a race like this nine times in a row."

The 46-year-old driver is Daytona's all-time win leader in a variety of divisions. The Gatorade win brought his career total to 30 victories in stock-car races held over the storied, 2.5-mile trioval.

"It's a heck of a lucky race for me," said Earnhardt of his Twins record driving for car owner Richard Childress. "I really don't know how I do it. I sit there leading it. I sit there and nothing happens."

For Earnhardt, his '98 win was his ninth-straight Gatorade 125-Mile Qualifying Race Victory.

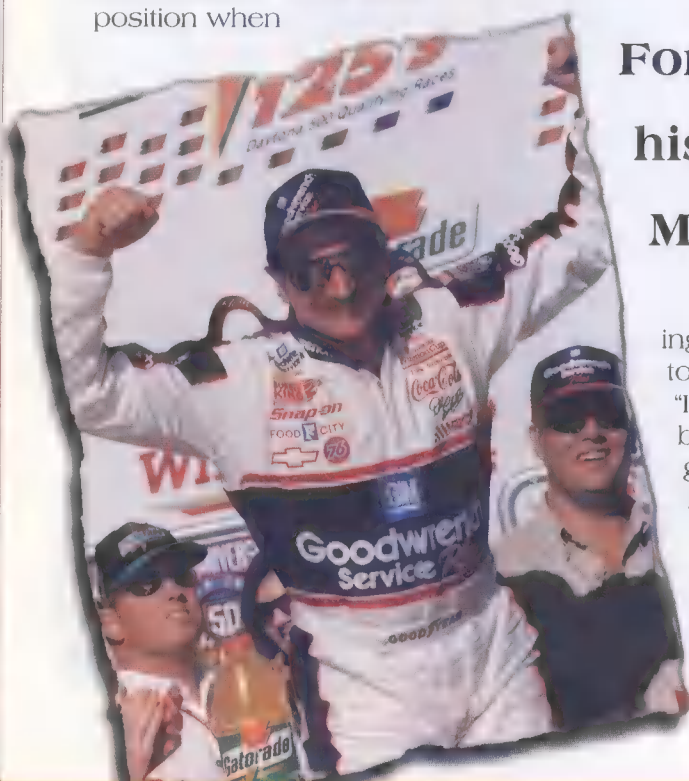
ing, so I said, "I'm going to try to win this thing." "I was fortunate just to be able to stay in a good place," said Jarrett, another two-time Daytona 500 winner.

1997 Daytona 500 winner Jeff Gordon, who was one of the drivers who pitted, wound up 15th, earning the

In this round, Michael Waltrip, driving the Wood Brothers Racing Taurus, moved up the field only to land on Earnhardt's rear bumper.

Once Waltrip got to second place, he never attempted a pass for the lead, probably because Earnhardt's Richard Childress Racing teammate, Mike Skinner, was behind him.

"We took a 30th-place qualified car, and finished second,"





said Waltrip.

Earnhardt, who averaged 147.203 mph and led all 50 laps, followed the pace car to the checkered flag after Loy Allen spun in the trioval, with an assist from Kenny Wallace, on the next-to-last lap.

Wallace and Robert Pressley were in a two-car shootout for the final transfer spot in the second race when they came upon Allen. Pressley cleared Allen.

Wallace tried to draft off of Allen but didn't make it. He tagged Allen's rear bumper, sending the journeyman driver skidding off the course, bringing out the final caution in the second race.

Waltrip was second followed by Skinner, Ernie Irvan and Rusty Wallace, who opened the stock-car portion of Speedweeks by

Marlin earned his second career Gatorade 125-Mile Qualifying Race in 1998, it was his first in the No. 40 Sabco Chevrolet.

winning the Bud Shootout.

The first Gatorade Race produced three caution periods that covered 10 laps, while the second had two for eight laps.

On Lap 10, Mark Gibson's Ford Thunderbird went sideways in Turn 4 igniting a six-car pileup. Among the victims were Ricky Rudd, Darrell Waltrip and Ricky Craven.

"This is just a silly, little qualifying race," Waltrip grouched. "My

car's torn up. We got our work cut out for us now."

Terry Labonte, who started on the pole in the second Gatorade 125, pulled into the garage after turning five laps. He said his Chevy wouldn't get up to speed, and instead of wrecking, pulled out.





continued from page 23

Earnhardt's Goodwrench Service Plus Chevy will be on display in DAYTONA USA's Victory Lane exhibit until February, 1999, as a salute to Earnhardt's spectacular achievement.

"This car won two races. It's never lost. It's DAYTONA USA's car now."

... Dale Earnhardt

Unlike Dale Jarrett and Jeff Gordon, the winners of the 1996 and '97 Daytona 500s, Earnhardt had no problem leaving his chariot of gold behind. Jarrett and Gordon didn't want to part with their Daytona 500 winners.

"I'm excited about it," he said. "This car won two races. It's never lost. It's DAYTONA USA's car now."

This particular No. 3 carried Earnhardt to victory in the second Gatorade Twin 125-mile

qualifying race, and his first 500 victory.

That Chevy was built late last summer, and tested extensively at Talladega, Ala., and at Daytona Speedway. Richard Childress Racing built a new superspeedway car for the remainder of the restrictor plate racing season.

"I woke up, and I still couldn't believe I won the Daytona 500," said Earnhardt, who indicated his post-race celebration went to the



wee hours. "I'm enjoying this one."

Earnhardt has been trying to get his name on the Harley J. Earl Trophy since 1979. He's come close to winning the Daytona 500, but fate always dealt him one cruel setback after another.

Most of those attempts have come in Childress equipment.

"I feel happy for everybody on

the team," said Earnhardt, Daytona's all-time winner with 31 trips to Victory Lane. "This is my 20th year, but it's been even longer for Richard. To finally win this race is big for me, Richard and the rest of the guys."

The emphasis at Childress Racing has been to work together, and sacrifice, for common goals. The theme at the garage is

"Pull the rope together."

"We all got ahold of that rope and we're all pulling at it," said McReynolds, who has since become crew chief for Mike Skinner at RCR. "We'll need to pull it through the high points and low points."

The win was especially gratifying for McReynolds, who

continued on page 142





Kenseth & Reiser Tackle Busch Series

By Tom Gillispie

It reads almost like a storyline for a movie: Robbie Reiser dominates the short tracks of Wisconsin, but young upstart Matt Kenseth challenges him every step of the way.

In 1993, Reiser wins three championships in Wisconsin, including the Wisconsin Shorttrack Series and the Red White and Blue State Championship. And it seems that every time Reiser wins something, Kenseth finishes second.

Reiser will take a shot at the Busch Series, but he'll continue to return to his home state. And Kenseth will be there, battling and winning. The two men aren't friends, but they have a mutual respect.

And the plot thickens — Reiser has to make a career choice between struggling as a racer or flourishing as a car

owner. Reiser, now 34, chooses the latter.

He hires up-and-coming driver Tim Bender and gets Kraft as a sponsor, but Bender gets hurt nine races into the 1997 season. Again, Reiser needs a driver. That's when he starts thinking, 'Gee, maybe that kid can do it.'

Naturally, Reiser calls the kid up and offers him a job.

"We always had the same goals: to win," Reiser says of Kenseth, now 26. "It was a tough decision. We had competed against each other fiercely. We were not enemies, but we were not friends. It seemed like we'd always finish first and sec-

he could do it."

As in the case of any good fairy tale, the relationship between the two old rivals has flourished. And so has their business collaboration. In fact, Kenseth battled Busch Series standout Dale Earnhardt Jr. much of the 1998 season for series domination.





"I've been able to get to know Matt, he's a very level-headed person, and he's fun to work with", says Reiser. "He thinks while he drives, and he brings the car home in one piece."

Kenseth, meanwhile, says Reiser has been a major help, particularly that first year.

"His racing experience helps a lot," says Kenseth. "It helped more last year (1997), because I'd never seen hardly any of the tracks we went to. He told me what to expect; he definitely helped a lot last year with places I was going to for the first time."

"Now, we relate to each other differently; now we talk about what we need to do. But, the first year, all he did was baby-sit me 100 percent of the time."

Kenseth feels blessed that he wound up driving for his old rival.

"You can never know what to





Matt Kenseth

expect," he says. "I always HOPED I could do this someday. I was confident that I'd do all right with the right people and resources.

"I'm happy," he adds. "I don't know if I expected it to work out this way. It's funny how things work out sometimes. I was at the right place at the right time, and I'm lucky to be with the right people and the right car."

Some people might consider it bad luck — if Earnhardt Jr. hadn't come along, Kenseth might have been dominating the Busch Series in '98. Kenseth, though, says he's enjoyed their rivalry.

"It's a friendly one," he says. "We get along good. He's four years younger, which makes

me feel old.

And he's been a little better as of late, but racing him has been a lot of fun, knock on wood. We've raced hard, whether it was for first place or eighth.

"I hope we keep the competition up. Hopefully, I'll run hard with him for years to come."

"I always HOPED I could do this someday. I was confident that I'd do all right with the right people and resources."

Of course, a lot of that depends on where the drivers race, this year and in the future. Reiser and Kenseth figure on one more year of Busch.

Kenseth said they'd like to move up to Winston Cup. A

lot of that will depend on the involvement of Jack Roush's Roush Racing, which has forged the No. 17 team's marketing and sponsorship strategies. Rumors always a bound that Roush might add Kenseth to his already overflowing Winston Cup stable.

In September, it was announced that Kenseth would not drive for Roush in 1999, and Reiser said the two former rivals will be together for a good while.

"We'll definitely run Busch next year (1999)," he says. "Our ultimate goal is to go Winston Cup racing someday, but the situation has to be right. It's a highly financed series. When things are in place, we'll move up."

There's always the chance, though, that Kenseth will be a career Busch driver and Reiser a Busch car owner. A small chance, maybe, but a chance.

"I think Busch is wonderful. I feel lucky to be here right now," Kenseth says. "If the right opportunity comes along, I'll be happy. I've always dreamed of racing Winston Cup and Busch, but, if I couldn't be in Winston Cup, I'd be happy in Busch."

As long as he was racing hard, having good competition and, most of all, having fun.

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NASCAR
Winston Cup
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DRIVERS

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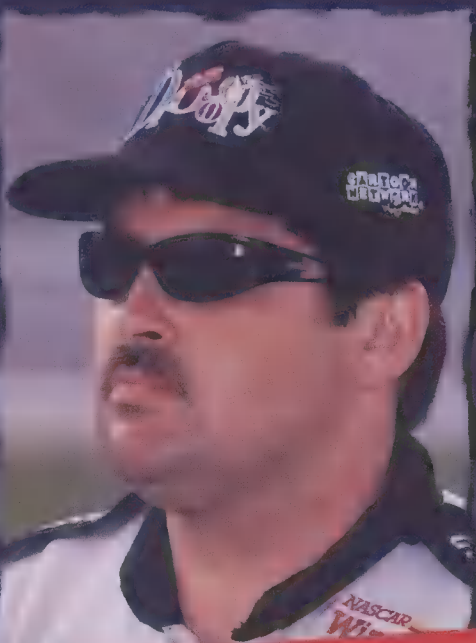


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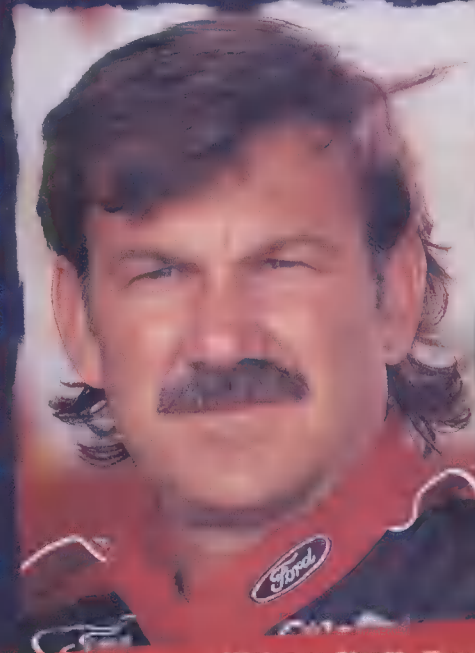
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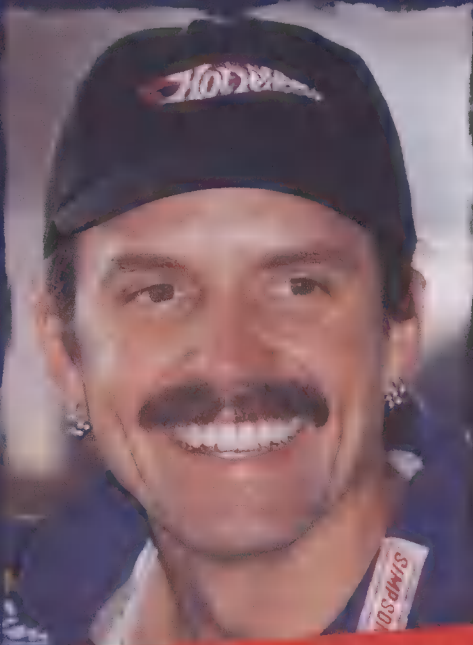
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SKINNER



Susanville, California

Lake

SPEED



Jackson, Mississippi

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Jimmy

SPENCER



Berwick, Pennsylvania

Dick

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Wisconsin Rapids, Wisconsin

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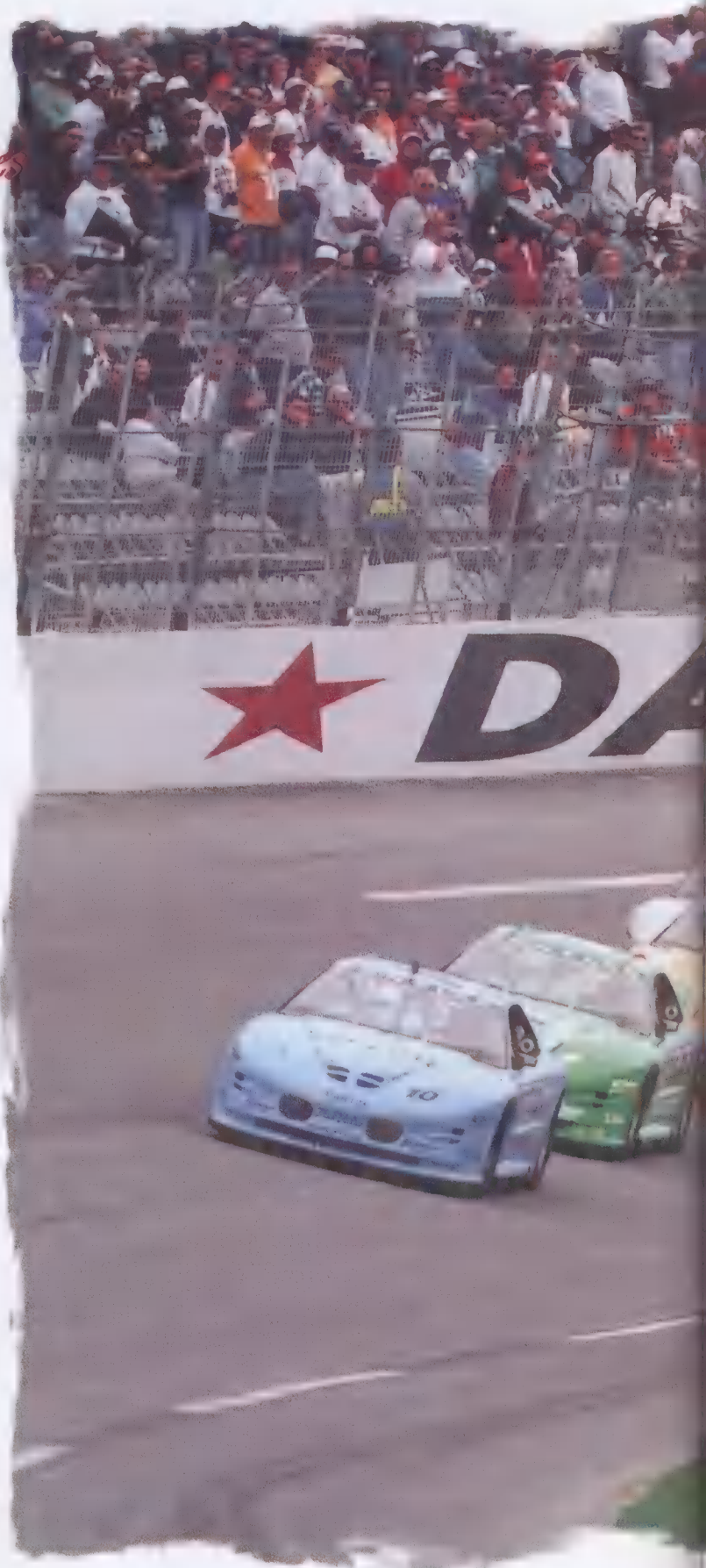
True Value IROC Series

Gordon wins wet IROC

By P. T. Edwards

Though the skies over Daytona International Speedway opened up shortening the True Value IROC race last year, Jeff Gordon's mood was not dampened.

The 1997 Daytona 500 winner was out front on lap 30 of the scheduled 40-lap event. Gordon and fellow NASCAR Winston Cup competitor Jeff Burton drafted past Mark Martin to take the lead on a restart on the 29th circuit. Gordon led Burton to the caution when a drizzle began to fall one lap later, while Martin held off Dale Earnhardt to take third. Defending Indianapolis 500 winner Arie Luyendyk rebounded from an early spin to finish fifth.





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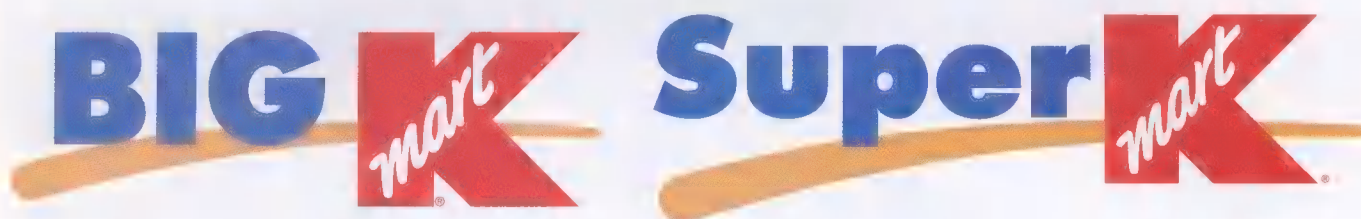
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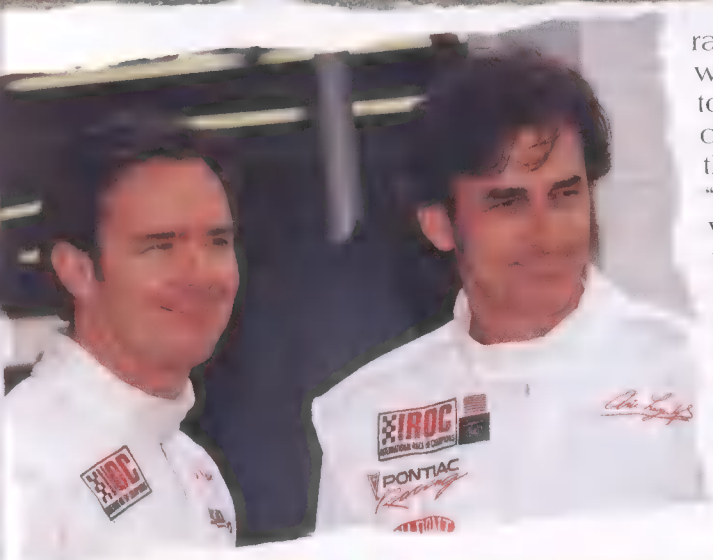
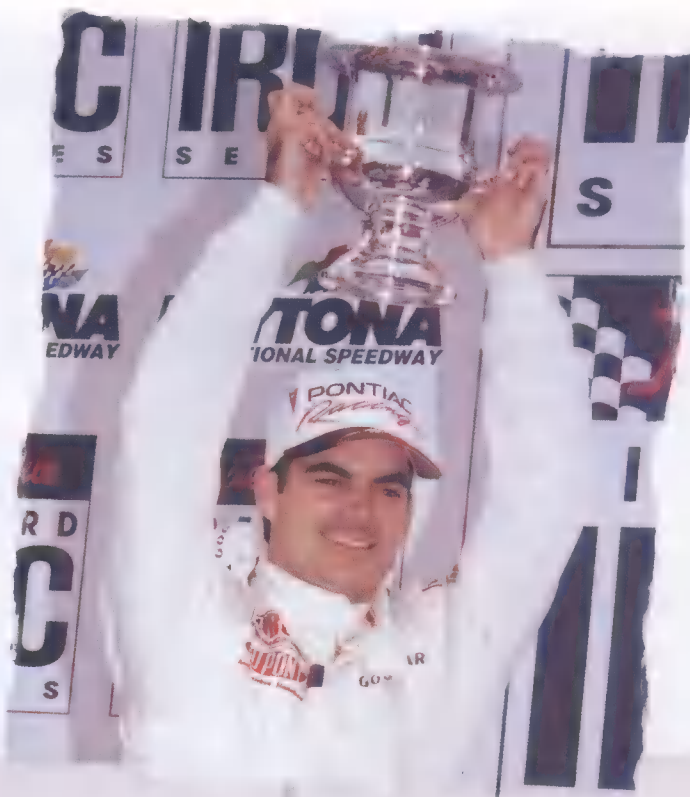
"It was just wild and crazy and a lot of fun out there," said Gordon. "This is a big victory for me. I was in the right place at the right time. This is not the way I want to win, but I will take it."

Dale Jarrett, a two-time winner of the Daytona 500, agreed with Gordon on the track action during the IROC series season-opener.

"There's a lot going on out there," he said. "I was leading one lap and running last the next lap, so it happens in a hurry. You just have to be ready and try to work your way back."

Seven of the 12 drivers participating in the event managed to lead the race.

"I had no idea it was going to



rain," said Martin, who would go on to win the IROC championship for the third time. "Being in the lead was not the place to be on a restart — that's how I took the lead from Earnhardt."

The race was slowed by three earlier cautions for minor incidents.

Luyendyk spun on lap six after contact with Jimmy Vasser, Tommy Kendall collected Randy LaJoie after contact with Gordon on lap 12, and Vasser and Dale Jarrett spun on lap 29. All of them were able to continue, with the exception of Kendall.

An invitation to the IROC series, in which drivers from various forms of motorsports race in equally prepared cars, is an honor not lost on the field of champions.

"Just being included makes

continued on next page



continued from previous page

you feel like a champion," said 1997 IRL Champion Tony Stewart who competed in his first ever IROC race at Daytona and even earned the pole position in a random drawing. "[The series] has escalated my career to another level."

NASCAR Winston Cup driver Jeff Burton, after a breakthrough year in 1997, earned an invitation to compete in his first IROC series.

"We're honored to be here," Burton said. "I had a great year [in '97] but this tops it all. Mark (Martin, Burton's teammate) kept telling me IROC's gonna call me. But I didn't think they would call. It meant a lot to get that phone call so I could represent NASCAR, to come here and have an opportunity to race against these guys."

"The last time I was here was in 1993 and 1992," said IRL star Arie Luyendyk, "and I have to admit I did not do a good job. I was unlucky with being tapped out here and there, but certainly I want to come back this year and do better. It's an honor to be driving against great drivers."

The challenge of IROC is particularly prevalent for open-wheel drivers who have not raced stock cars. The equally-prepared Pontiac's offer a new kind of racing. A track like Daytona offers a challenge, too.

"It's pretty cool to come back to Daytona and ride around a track with so much history," said CART star Jimmy Vasser. "It's a lot different than what I'm used to. It makes it difficult for a guy like me to go racing against guys with so much experience in this kind of racing."

Though shortened by rain, the 1998 IROC race at Daytona showcased the talent of the world's greatest drivers.

Martin Claims Another IROC Title

It is easy for sports writers to recap the 1998 True Value International Race of Champions (IROC XXII).

Mark Martin won; again.

Martin entered the 1998 season as the two-time defending IROC champion and, subsequently, a favorite. His performance in the series has been extraordinary.

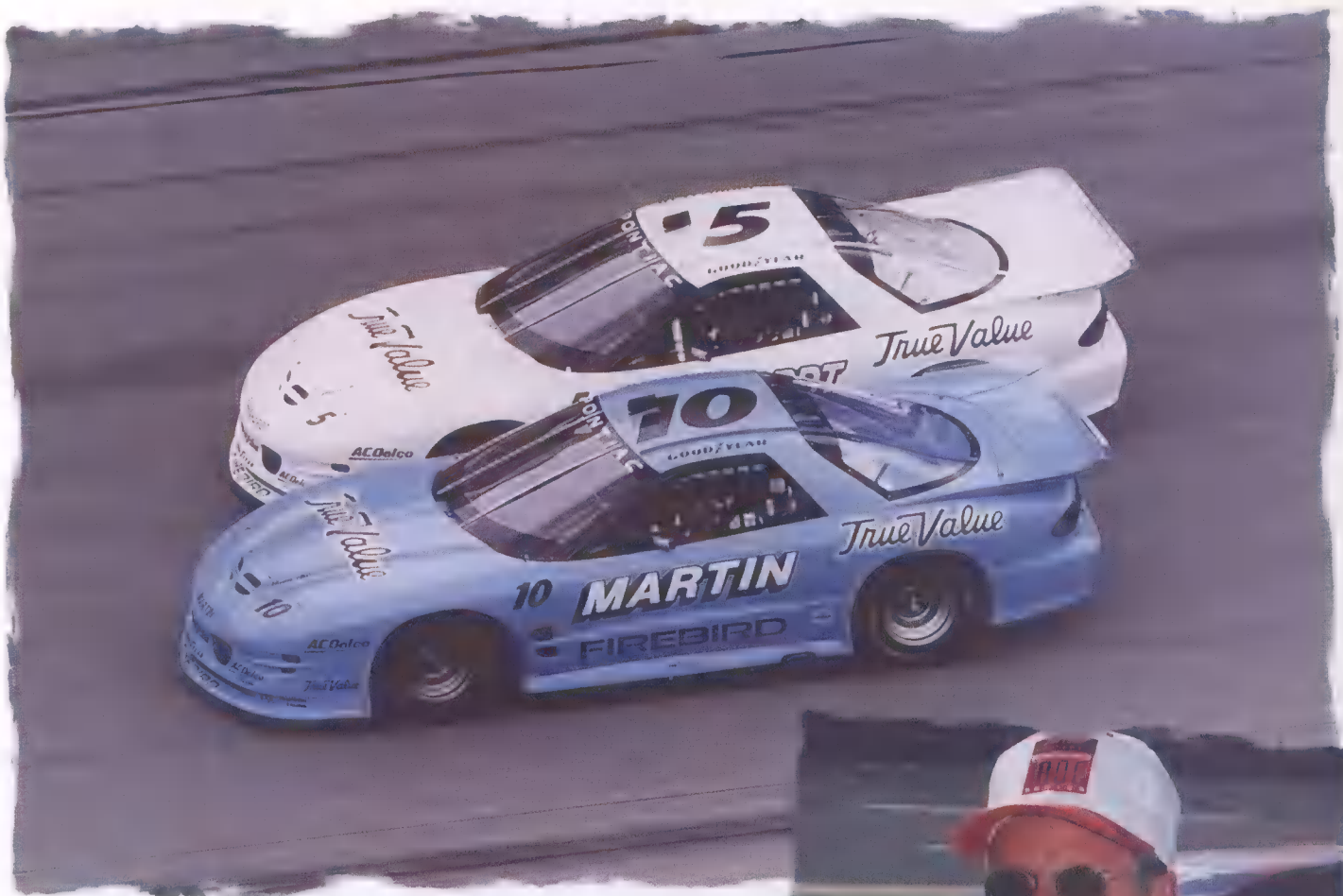
He first won the championship in 1994 against some of the usual competition — Dale Earnhardt, Rusty Wallace and Al Unser Jr. "I'm sure the first time was a fluke," Martin said recently.

But two years later, Martin

started the ball rolling on a string of three consecutive championships.

"I've had a pretty successful career racing cars, but nothing compares to the pride and what it means to me to win the IROC championship," he said.

Martin's quest for the 1998 IROC championship included a wins at California and in the first ever race for IROC at Indianapolis. That win, in the final race of the four-race series,



clinched it for Martin.

Martin's Winston Cup team-mate Jeff Burton, who won the Michigan event, finished second with Daytona winner Gordon third in the final point standings.

The 1998 season also marked the first year competitors from the Indy Racing League were invited to compete. Tony Stewart and Arie Luyendyk were that series' representatives.

As impressive as his on-track performance has been, even Martin's his competitors have nothing but praise for the Batesville, Ark., native.

"Mark's the best there is in IROC," said two-time IROC champion Al Unser Jr.

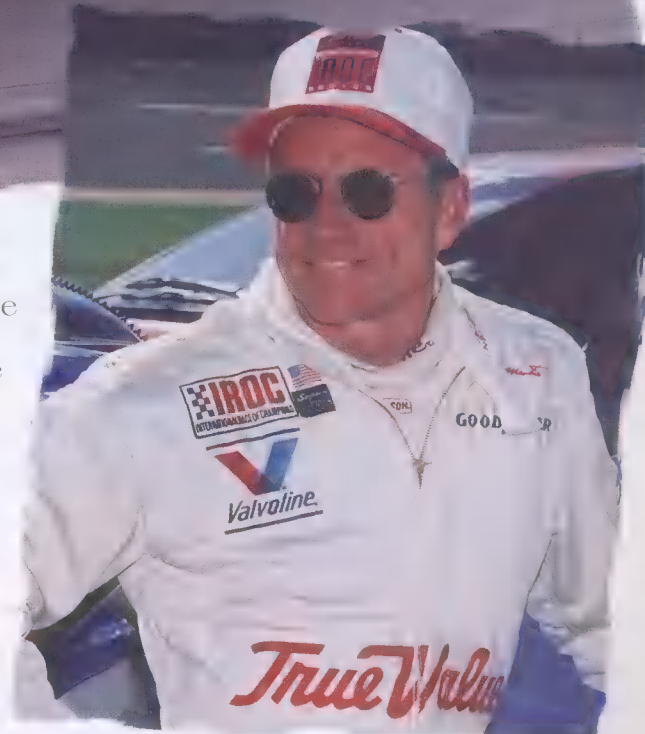
But perhaps the biggest fans of Martin are those associated with his NASCAR Winston Cup team.

"I really have to thank Mark,"

Burton said after his win at Michigan. "He worked with me more than anyone else. Mark and I were able to help each other and that's why I was able to win."

That team spirit also extends over to the crew members at Roush Racing who prepare Martin's No. 6 Valvoline Fords. He splits his IROC winnings with them which, to date, means the crew has split more than \$500,000. But Martin feels it is their hard work that earns him the invitation to compete in the first place. And he likes to compete.

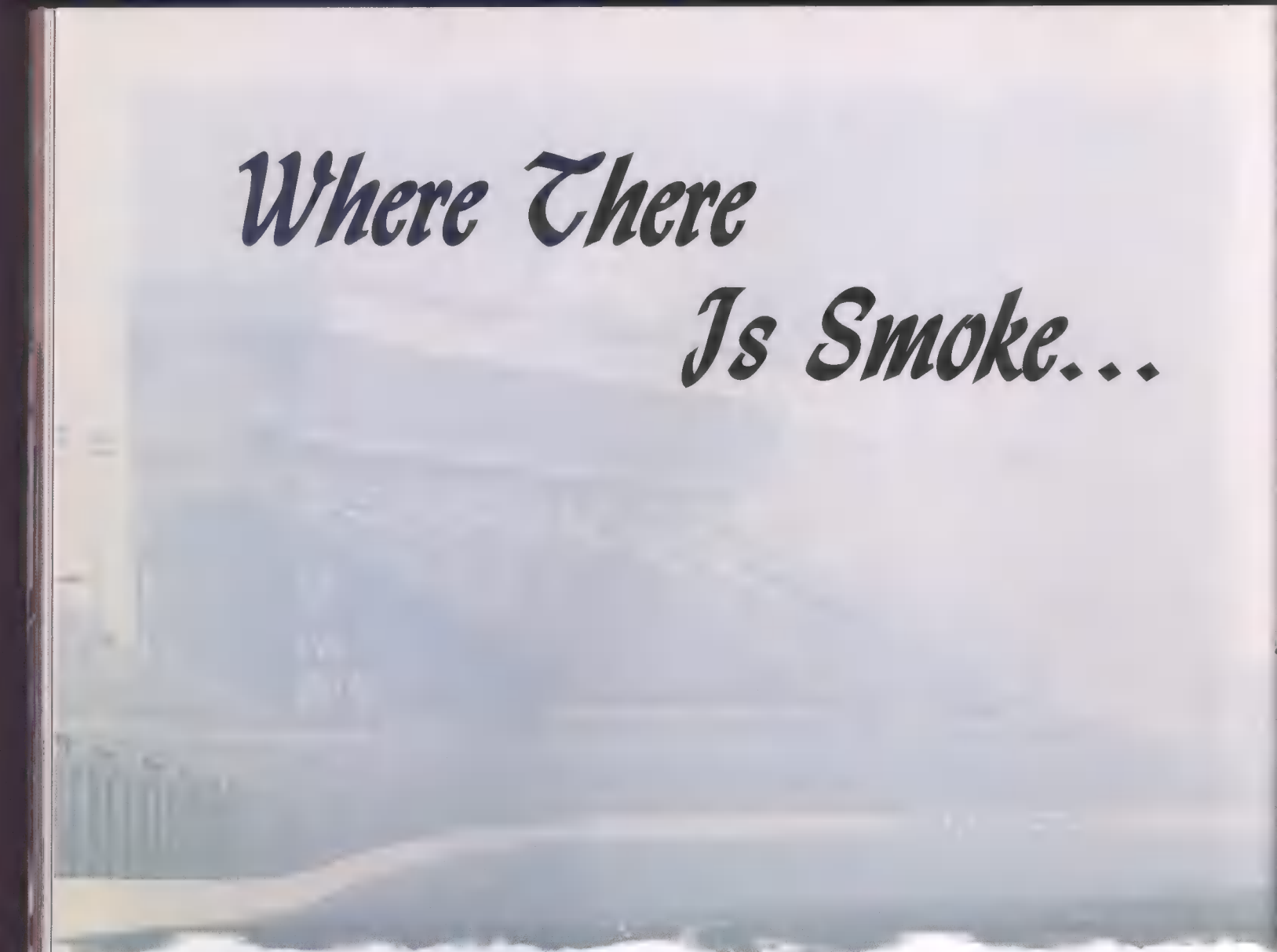
"It's a great series and a great opportunity and it's really an honor to be invited," he said. "I can only cross my fingers and



hope I'm invited back next year."

With his 1998 championship, Martin has guaranteed himself that they will, indeed, invite him back for another shot. The way things are going, that will make 1999 another easy year for sportswriters and a profitable one for the crew of the No. 6 NASCAR Winston Cup car.





Where There Is Smoke...

In addition to being the biggest and one of the most exciting years in the history of Daytona International Speedway, 1998 will also be remembered for another notable event: the unprecedented postponement of the Pepsi 400 due to wildfires in the area.

As large sections of Volusia County burned in the weeks leading up to the scheduled July 4 running of the Pepsi 400, track officials optimistically prepared for the race. But as the fires moved closer to the track, it became obvious that the situation had become more serious.

With most of the preparations for the race complete, Speedway officials turned their resources to the firefighting effort.

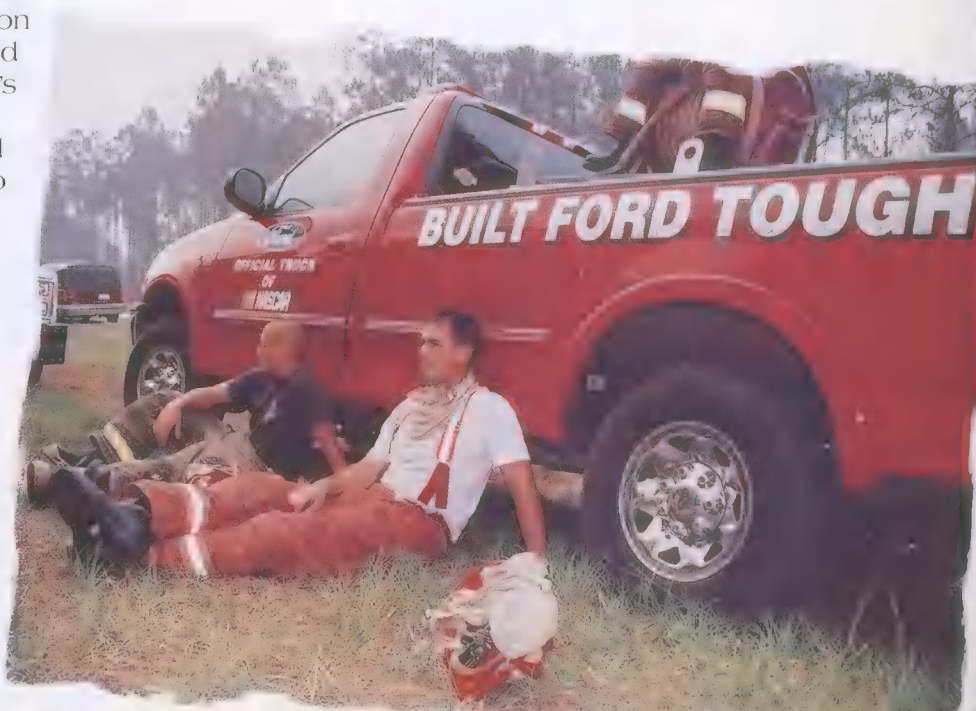
"When we learned that water supplies were approaching critical levels, we took it as a challenge and got the project moving right away,"

said Speedway President John Graham.

In addition to the Speedway's donation of more than 7,000 bottles of water and the track's concessionaire Americrown's donation of 4,000 bottles of Gatorade, the Speedway sent four fire trucks and 30 employees to assist in the efforts to control the fires in the area.

Despite these dramatic efforts, the fires continued to burn forcing the closure of several major highways in the vicinity of the Speedway. The decision to postpone the race until October was made and the efforts to support the firefighters were again increased.

As many of the Speedway's neighbors — including many employees — were forced to evacuate their homes, Speedway officials opened their doors as shelters. Many families, firefighters and National Guard



Daytona International Speedway personnel and equipment assisted in fighting the Florida wildfires.





(from left to right)
 Florida Lt. Gov. Buddy MacKay, Palm
 Coast firefighter Randy Holmes,
 President Bill Clinton and Florida Gov.
 Lawton Chiles took part in a ceremony
 to honor firefighters.

troops called the Speedway
 home during the ordeal. Hot
 meals and cool drinks were pre-

weeks in the summer of 1998.

With the fires contained, the
 focus shifted to the firefighters.
 As a way of trying to express
 their gratitude, city, county and
 state officials publicly honored
 the men and women who
 served on the front lines and
 behind the scenes of the effort.

On July 9, 1998, President Bill

International Speedway) had to
 postpone their race, but they're
 helping to run an even more
 important race, this race is
 being run house-by-house, fami-
 ly-by-family. But, I hope all of
 the people will come back to
 Daytona Beach to support the
 race in October.

"People from all over the
 country have been calling the
 White House asking what they
 can do to help the people in
 Florida. I can tell them what to
 do, they can take a vacation
 and give this community an
 economic boost.

On July 9, 1998, President Bill Clinton

pared daily to ensure as much
 comfort as possible during a try-
 ing time.

In the end, though many thou-
 sands of acres were burned, no
 lives were lost due to the wild-
 fires. But the residents of the
 area were left with memories of
 a real life drama that was a part
 of everyday life for several

paid a visit to the Speedway

Clinton paid a visit to the
 Speedway to take part in the
 activities to thank the firefighters.

"I would like to take this
 opportunity to thank Bill France
 for making his Speedway head-
 quarters for the firefighters," said
 Clinton. "They (Daytona

"Finally, I would like to thank
 all of the firefighters that have
 battled these fires with little rest.
 I can tell you the real heroes
 aren't in space fighting asteroids
 (referring to a summer 1998 hit
 movie), they're in Florida fighting
 fires."



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Dale Jr. Comes Out



Swinging



NASCAR Busch Series



In his first NASCAR Busch Series race at Daytona, Dale Earnhardt Jr. struggled in the pits and ended up turned over on the superstretch.

Young Dale “Dr. Jekyll” Earnhardt Jr. is getting a driving lesson from his sage father, Dale “Mr. Hyde” Earnhardt.

Papa leans forward as he pats Junior's shoulder gently. “Now, son, you need to jam that bumper in there, get him turned around a bit, then slam your way past him.” Pause for effect, with that mustache curling into a smirk, “He'll respect you more the next time.”

It's a tempting fancy, but, so far, “The Little E” hasn't been a chip off the old Iron Head. Oh, he's a heck of a driver; he's already earned the nickname “The Dominator” after leading the NASCAR Busch Series in championship and rookie points for most of the 1998 season. Still they have different styles.

Senior doesn't mind beating and banging. The more the better. And though Junior lost a race earlier this year at a Busch Series short-track race because of turning fellow driver Joe Bessey around, the youngster seems to prefer a gentler approach.

Here's how they describe their styles: “I don't analyze things,” says Senior, who fields No. 3 AC-Delco Chevrolets for his

By Tom Gillispie





son. "I go out and make 'em happen." Not the 23-year-old Junior, who says, "I enjoy contemplating."

Charlotte Motor Speedway president Humpy Wheeler says Junior's racing style reminds him of the late Ralph Earnhardt, Dale Jr.'s grandpa, the 1956 Sportsman champion and himself a Hall of Famer. "Ralph was smooth; he didn't force anything; he was smart," Wheeler says. He pauses dramatically before joking, "I guess it (smart driving?) skips a generation."

Earlier, this year at Las Vegas, Earnhardt Jr. showed his smarts when he backed off on the last lap against Jimmy Spencer. If Dale Sr. is the Intimidator, Spencer's reputation puts him

somewhere between Freddy Krueger and Hannibal Lecter.

On the last lap at Vegas, Spencer went low in turn one as Junior closed in.

giving me the opportunity," Junior said. "He kind of gave me an opportunity, but he held the low line. That is where you need to be, especially on the

"That is when it comes down to a split-second when you decide whether you move him over or you don't." ...Dale Earnhardt Jr.

"He was taking it easy - that is the toughest corner on the race track - and he was trying to get around there smooth without getting out of shape or

last lap.

"That is when it comes down to a split-second when you decide whether you move him over or you don't. We burped

the throttle a little bit and let him have it."

Junior didn't want to run into Mr. Excitement, and he didn't want Spencer to make it exciting for him.

"I didn't want to do that to him because sometimes he is bad about getting you back," Junior said. "I knew there would be hell to pay going into Turn 3."

Dale Sr. wouldn't have worried about Jimmy's retribution — bring it on, big boy. Still, "The Little E" sometimes sounds like he wouldn't mind to a return to yesteryear.

"Back then, there wasn't that much money in it and they just raced like hell 'cause they loved it," Dale Jr. told reporters.

Naturally, Dale gives Dale Jr. advice.

"Of course, like every father, he is going to point out the things we need to work on, but you have to pay attention because he knows the best," Earnhardt Jr. has said. "He's on the radio during the race and he comes on every once in a while to calm us down and keep our main focus inline. That's what his job is."

"He's a seven-time champion and he's my daddy, but he is also the car owner. He has the right to get on the radio. Who knows better than him? We pay close attention to what he says and it pays off. Sometimes, you want you get frustrated because the father-son relationship blends in there. But you have to think about what he has been through, what he knows and how knowledgeable he is."

Junior also has gotten help from Steve Park, a Winston Cup rookie who drives for Dale Sr. after a year in the No. 3 Chevys that Junior now races.

"The good thing about being on this team is we are all good friends and we boost each other all the time," the younger



Earnhardt said. "I owe a tremendous amount to Steve Park. I never realized how much somebody could help someone else out. He has gone out of his way many times to make points to me and has done a lot for my driving and my patience because I had been driving on these bull rings for the last four years, and I'm used to driving up on somebody every lap. That doesn't get it here. I just have to stay calm and things will work out."

It certainly has. Earnhardt Jr. has become the first true Busch Series superstar, and collectible vendors hope that he can move up to Cup and give Jeff Gordon a run for his money. That would pack the stands, and draw diecast and card collectors in droves.

"I'm not really surprised at how good we run because I know the team and the car is that good," he says. "I was just curious the past few weeks

about whether the driver had enough experience and whether I was able to handle such a dominant team. We had a good car last year in the eight races we ran in. I thought we were good enough to win. I thought it was just a matter of time before something like this would happen."

And he hopes that, one day, he'll have a career like Papa and Grandpa.

"I'm proud of my father and grandfather and what they've done," says Junior, who will race Dale Sr. in the exhibition race this November at Motegi, Japan. "I'm just glad that I'm able to be successful at it, too."

And success, if not driving styles, is a family tradition.





NASCAR Goody's Dash Series

Swaim Jr. Follows Father to Victory Lane

Mike Swaim, a four-time winner of the Discount Auto Parts 200, jumped for joy on pit road when his son, Mike Swaim Jr., fulfilled a lifelong dream by winning the premier Goody's Dash Series event at Daytona International Speedway.

"This is a reward right here," said the younger Swaim, who hails from High Point, N.C. "It don't get no bigger than this, and it don't get no better than this. And I couldn't have done it without my dad."

The elder Swaim, 45, helped his son open a bottle of champagne in Victory Lane, then was soaked by the contents of the bottle by his 21-year-old son.

It was a green-white-checked flagged finish following

a three-lap caution beginning on Lap 77 of the 80-lap event, when Ernie Yarborough, Roger Nance Jr. and Mickey York got together. The race was red-flagged for nearly two minutes for cleanup on the backstretch.

On the restart, Swaim, driving the Pennzoil Pontiac, was able to pull away from the field, and he eventually won the race by a margin of 1.405-seconds over Robert Huffman.

"That's the third time I've fin-

By Godwin Kelly





Mike Swaim Jr. takes the green and white flags in the Discount Auto Parts 200





THIRTY YEARS OLD AND NO SIGN OF SLOWING DOWN

Our 30th anniversary is just around the corner. And to celebrate 30 great years of racing at Talladega Superspeedway, tickets to the Saturday, April 24, NASCAR Busch Series 300 are only \$30. But hurry, this special offer ends March 1, 1999. High speeds. Steep turns. Close finishes. Talladega Superspeedway has it all. That's what makes it The Real Deal. It's racing the way it should be – wide open from flag to flag. Call **256-362-RACE** for tickets and information. Because like everything else at Talladega, even the tickets go fast.



April 22-25, 1999 & October 14-17, 1999

Thoughts On The 1998 Discount Auto Parts 200

A.J. Frank and Robert Huffman got together on the 8th lap sending Frank for a wild ride.

A.J. Frank:

We were all running in a draft coming off turn four and Robert Huffman just got a little too happy. He got under me and that turned me over and on my roof I went. Just one of those deals — I didn't know if it was ever going to stop.

Robert Huffman:

I hated to see that happen. I got underneath him and he tried to squeeze inside.



Following a late-race accident with Ernie Yarborough, Roger Nance Jr. and Mickey York, the race finished with a two-lap shootout.

Darryl Murray:

It was everyone for themselves. Everyone was trying everything they could do for a good finish.

Doc Brewer:

I was fifth on the final restart and there was a lot of beating and banging. I happened to have a good run and came up to finish third. It was good racing.



ished second," said Huffman.

"I'm feeling kind of like Dale Earnhardt. I'd really like to know what it feels like to win at Daytona."

Of course, Earnhardt won his first Daytona 500 on his 20th attempt later in Speedweeks, and the seven-time Winston Cup champion helped Huffman for this run.

"We've done some swimming pools and stuff for him," said Huffman of his relationship with Earnhardt. "Earnhardt jumped on me last year because I didn't follow the right car, so I guess he was telling me I did the right thing today."

Swaim started from the pole position then promptly led the next 14 laps over the mammoth, 2.5-mile, high-banked trioval course.

He fell back in the pack on Lap 21, and spent the next 32 laps playing catchup. He regained the lead from Huffman on Lap 53 of the 80-lap event for compact stock cars.

Doc Brewer finished third followed by Ricky Bryant, Danny Badwell, Darryl Murray, Derrick Kelly, Junior Miller, Chris Hall and

Christian Elder.

Murray led twice for 23 laps, but got shuffled back in the pack late in the race and wound up finish sixth.

David Hutto missed the pre-race and mandatory driver meeting and it cost him his outside pole starting position. He started from the rear of the 42-car field and finished 30th with a blown engine midway through the race.

"I flat-out spaced out the meeting and had to start from the rear," said Hutto. "But we had a good run. It's too bad I couldn't make it last until the finish."

Swaim's victory was the 10th of his NASCAR Goody's Dash Series career, which started in 1995.

Swaim Sr. is a Goody's Dash Series legend. He won three consecutive Discount Auto Parts 200s from 1984-86, and captured the Goody's Dash Series championship twice.

Swaim Sr. won his last Discount Auto Parts 200 in 1994, and like his son, captured the race from the pole. No other driver won from the pole position until his son did it during Speedweeks.





Daytona International Speedway

The Rolex 24 At Daytona. An American Racing Classic

Why is the Rolex 24 At Daytona one of the world's premier motorsports events? Could it be the rich history, legendary drivers or the mystique of 24-hour race? Or maybe it is simply the respect the competitors have for this American racing classic.

When recently asked to list the world's top motorsports events, 1997 Pepsi 400 champion John Andretti didn't hesitate. "There are five big events in racing and they're big because of their history and prestige. They are the Daytona 500, the Indianapolis 500, the 24 Hours of Le Mans, the Monaco Grand Prix and the Rolex 24 At Daytona."

The sentiment seems to be widespread.

Moments after climbing from his smoking but Rolex 24 At Daytona-winning Ford R&S Mk. III in 1997, Rob Dyson summed up what the Rolex 24 At Daytona means. "This is the one race I've always wanted to win, it is simply one of the five or six major motorsports events in the world."

And last year following an emotional entrance into Daytona's Victory Lane, Gianpiero Moretti tearfully embracing his teammate Arie Luyendyk expressed the Rolex 24 At Daytona's mystique. "I wanted to win this race very bad. For many years I have loved (the 24 Hours of) Daytona but it didn't love me. I try, try and try and finally I win

Daytona." Two-time Indianapolis 500 champion Luyendyk added, "the Rolex 24 (At Daytona) is another great American classic, it has always been a goal of mine to win this historic event."

These testimonials solidify the Rolex 24 At Daytona's place in the motorsports world. It is truly one of the world's premier motorsports events. From the international contingent of drivers to the varying classes of exotic race machines to the unique course layout and the ever-changing elements, the Rolex 24 At Daytona has it all.

And that's just the action on the track. The Rolex 24 At Daytona is just as much about the people watching and enjoying the race as the drivers and the teams competing in the endurance classic. Combine

the excitement of ultra-quick sports cars and a 24-hour camping trip complete with food courts and carnival rides, and you have the Rolex 24 At Daytona experience.

One of only two 24-hour endurance races in the world, the Rolex 24 At Daytona is the kickoff each year to Daytona's famous Speedweeks – 18 days of motorsports action which

excelled on this international stage. Some of the greatest American race car drivers in history have sipped champagne from the champion's cup including Mario Andretti, A.J. Foyt, Dan Gurney and Hurley Haywood. Haywood is the Rolex 24 At Daytona's all-time record holder with five overall wins.

While the drivers garner most

and physical stamina are required ingredients for a team to emerge victorious.

The Rolex 24 At Daytona means diversity, excitement and speed. And combine those elements with the "event" which takes place from the fan's point of view, and the Rolex 24 At Daytona is also one of the top spectator sporting events anywhere.



'98 Rolex 24 winner Giampiero Moretti

culminates with the world renown Daytona 500.

The twice around-the-clock endurance test, set for Jan. 30-31, 1999, enjoys a colorful heritage. Since 1962, drivers from every corner of the globe have come to Daytona to challenge themselves against the best in the world and the rigors of a 24-hour endurance race.

Over the last 35 years, domestic competitors have

of the glory, the extreme test that is endurance racing requires a total team effort. Unlike any other race in the world, a 24-hour endurance event challenges every man and machine to its limits. It is truly a test of survival. The challenges of day turning to night, temperature changes of up to 40 degrees and the always changing track conditions make this event like no other. Mental concentration

1999 Rolex 24 At Daytona tickets are available in advance, which offer terrific savings over daily admissions. Tickets start at just \$15. Advance Rolex 24 At Daytona tickets are available by calling the Daytona International Speedway Ticket Office at (904) 253-7223. For more information on other Daytona events or DAYTONA USA, "The Ultimate Motorsports Attraction," visit www.daytonausa.com.





Daytona International Speedway

Two-Wheeled Excitement At The World Center of Racing

**“Everyone
knows the
Daytona
200 is the
biggest race
of them all.”**

... Scott Russell

Daytona 200 Week each March at Daytona International Speedway is the mecca of two-wheeled thrills, competition and heart-stopping drama and excitement.

Although the world famous Speedway annually hosts heralded events such as the world's most prestigious sports car race, the Rolex 24 At Daytona, and the “Great American Race,” the Daytona 500, one of its most tradition-rich and popular events is the annual festival of speed known as Daytona 200 Week.

The 13-day celebration, scheduled for Feb. 24-March 7, 1999, encompasses 13 days of “Extreme Motorcycle Racing,” showcasing everything from 190-mph Superbikes to the rough-and-tumble world of Supercross to the always unpredictable Grand National oval dirt

track championships.

Anchoring the 13-day celebration is one of the most prestigious motorsports events in the world, the 58th Daytona 200 By Arai, set for March 7.

“Everyone knows the Daytona 200 is the biggest race of them all,” said Scott Russell, the 1992, 1994-95 and 1997-98 Daytona 200 By Arai champion. Russell, who is one of the sport's superstars, has had a stranglehold on the event in recent years, dominating the competition by capturing an unprecedented five Daytona 200 By Arai titles.

Each March, Daytona 200 Week commands the focus of the entire motorcycle racing industry as it signals the beginning, worldwide, of another exciting year of motorcycle competition. And as far as the world's best riders, it occupies their minds 365 days a year.

“The Daytona 200 is the single biggest motorcycle race in the U.S., and it ranks right there with



any single motorcycle event in the world," said Fast By Ferraci Ducati rider, Texan Mike Hale. "For me, it's one of the races I've always wanted to win. I came here as a kid when I was six years old, and it would mean everything to me to win the Daytona 200."

"Winning the Daytona 200 is

Winning the Daytona 200 is something you dream about telling your grandkids when you're 85 years old.

something you dream about. telling your grandkids when you're 85 years old," said AMA Superbike rider Steve Crevier. "To have your name forever linked with names like (former Daytona 200 champions) Freddie Spencer, Kenny Roberts, Eddie Lawson and Wayne Rainey would be incredible. If you win this one, it's known the world over."

Worldwide attention is placed on Daytona during the week as the buildup to the Daytona 200 By Arai takes center stage. Maybe standout short track rider Chris Carr summed it up best.

"The Daytona 200 is the most prestigious race in America, if not the world," said Carr, who is a standout dirt track competitor

who is attempting to make the transition to road racing. "It is our Daytona 500 or Indy 500. Winning the Daytona 200 would be like winning the World Series, the Superbowl or the NBA championships."

Precluding the Daytona 200 by Arai on the final Saturday of Daytona 200 Week on March 6, racing action shifts to another

Five-time Daytona 200 winner Scott Russell.

form of two-wheeled excitement – the 29th Daytona Supercross By Honda, which is widely regarded as the toughest and most prestigious Supercross race on the globe. The riders compete on a man-made course built on the Speedway's trioval. Other prominent Daytona 200 Week events include North American Sport Bike Finals, AHRMA "Classic Vintage Days," Harley-Davidson World Finals, the AMA Grand National Kickoff dirt track championships and many more world-class events.

For ticket information regarding the Daytona 200 By Arai or any other event during Daytona 200 Week call the Speedway ticket office at (904) 252-2453. For more information on Daytona 200 Week activities visit www.daytonausa.com.



GOODY'S DASH SERIES DRIVERS



Danny BAGWELL
Hometown: Birmingham, AL



Steve BARNES
Hometown: Westminster, MD



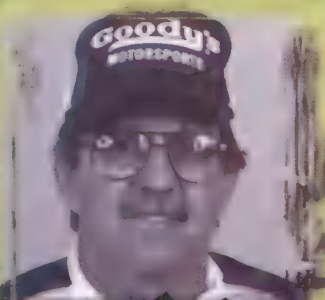
Doc BREWER
Hometown: High Point, NC



Ricky BRYANT
Hometown: Linwood, NC



Larry CAUDILL
Hometown: N. Wilkesboro, NC



Ned COMBS
Hometown: Newton, NC



Greg DODGENS
Hometown: Easley, SC



Christian ELDER
Hometown: Minneapolis, MN



Monk GULLEDGE
Hometown: Batesburg, SC



Jake HOBGOOD
Hometown: Winnsboro, SC



Will HOBGOOD
Hometown: Winnsboro, SC



Robert HUFFMAN
Hometown: Claremont, NC

GOODY'S DASH SERIES DRIVERS



Robert LUCKADOO

Hometown: Ellenboro, NC



B.J. MACKEY

Hometown: Rock Hill, SC



Gary MOORE

Hometown: Horse Shoe, NC



Darryl MURRAY

Hometown: Fort Lawn, SC



Pat PATTERSON

Hometown: Charlotte, NC



Charles POWELL III

Hometown: Ocala, FL



Jon REDMAN

Hometown: Fairfax Station, VA



Brian SOCKWELL

Hometown: Brown Summit, NC



Mike SWAIM JR.

Hometown: High Point, NC



Scott WEAVER

Hometown: Shelby, NC



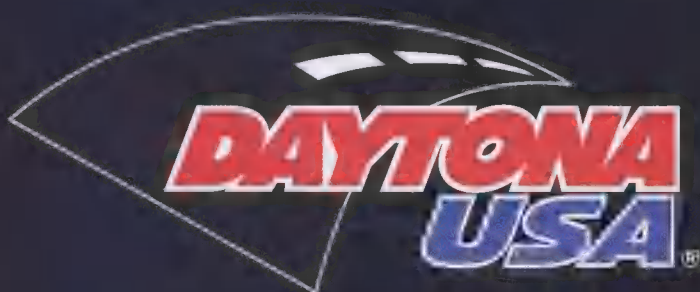
Ernie YARBOROUGH

Hometown: Chapin, SC



Mickey YORK

Hometown: Ashburn, NC



"The Ultimate Motorsports Attraction"

DAYTONA USA, the interactive motorsports attraction which operates daily at Daytona International Speedway, gives race fans an intimate look at motorsports at the "World Center of Racing." Packed with a variety of hands-on activities featuring both advanced technology and historical elements, the Official Attraction of NASCAR is a high-energy experience designed to appeal to everyone, regardless of their level of racing knowledge or enthusiasm.

"We'll transport you back to the early days of beach racing," said DAYTONA USA General Manager Sarah Gurtis, "even back before Speedway founder Bill France Sr. was a race promoter on the area's hand-packed beaches."

Hands-on interactive shows and attractions allow several hours of motorsports fun at the 50,000-square-foot attraction. Activities include ESPN's You Call the Race, where visitors play TV announcer and "call" a major Daytona race finish; STP's Daytona Time Trials, which allows participants to design and test drive a stock car through computer simulation; Ford presents the Ingersoll-Rand 16-Second Pit Stop Challenge, where guests can experience the raw excitement of participating in an actual NASCAR Winston Cup pit stop — with authentic Ingersoll-Rand tools; and Heroes of the Track, an opportunity to converse, through video, with top NASCAR drivers.

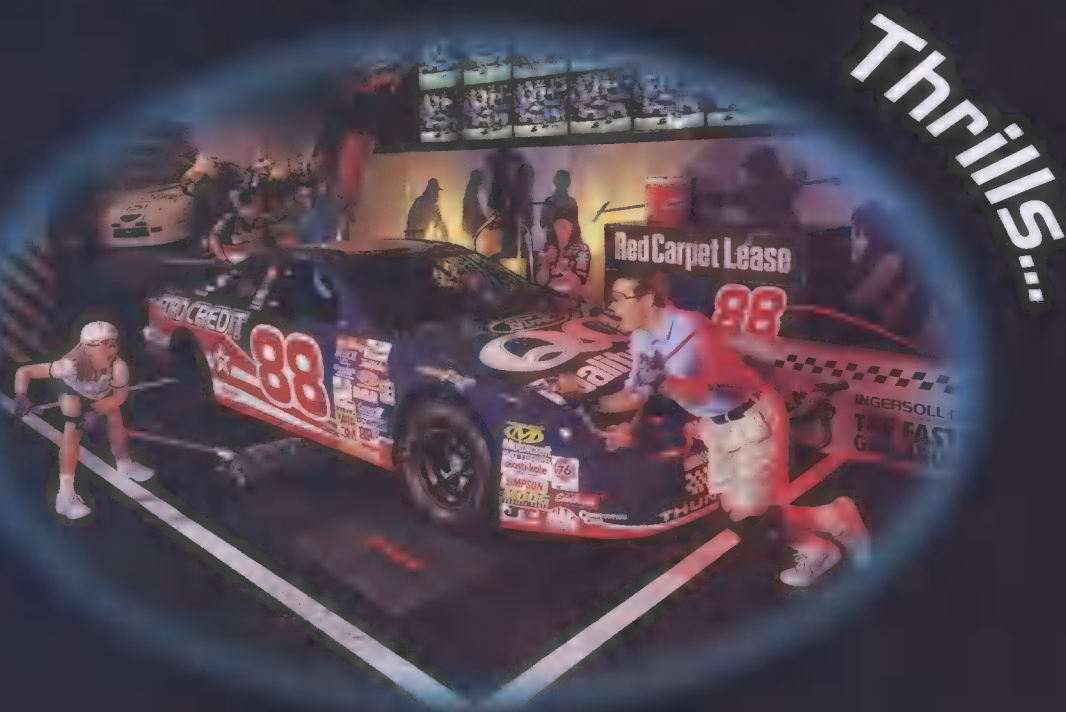
Visitors exploring the attraction discover first-hand the universal appeal of America's fastest

growing sport. They examine the design features of a NASCAR Winston Cup stock car at DuPont's Technology of Speed, get up close and personal with the Speedway's daunting 31-degree turns at High Banks of Daytona, test their racing knowledge at Chevrolet's Trilon Trivia Tower, experience The Daytona 500 Movie, an exciting 14-minute ThunderRound-Sound™ feature film presentation shown in the Pepsi Theater and much more.

In addition, authentic race vehicles — including Sir Malcolm Campbell's original Bluebird V, a car which set the 1935 world land speed record on Daytona Beach — are included in Goodyear's Heritage of Daytona history walk. This historical exhibit, filled with photos, trophies and authentic sets, features a full-scale replica of the Daytona Beach gas station that "Big Bill" France owned when he arrived in Daytona Beach back in the 1930s.

Visitors to DAYTONA USA also can enjoy the elaborate Sega Speedway electronic entertainment center; the 30-minute guided Western Auto's Parts America Speedway Tour; the 4th Turn Grill snack bar; the Daytona Beach Area Welcome Center; and the Pit Shop which carries officially licensed Speedway DAYTONA USA and NASCAR souvenirs, collectibles and sportswear.

DAYTONA USA Founding Sponsors include Ford, Gatorade, Goodyear, DuPont, Pepsi, STP, Western Auto's Parts America, Circuit City, Chevrolet, Pontiac and ESPN.



Daytona 500 Winners...



Test Of Knowledge...

History...



Official Attraction Of  **NASCAR**

Since its July 1996 opening, DAYTONA USA, the award-winning "Ultimate Motorsports Attraction," has been the unofficial "second home" to dozens of NASCAR celebrities. On January 1, 1998, NASCAR made it official. DAYTONA USA was named the official attraction of NASCAR, the race sanctioning body that created the phenomenal, world-wide interest in stock car racing.

"We were thrilled to finally make this partnership official. And the timing -- the 50th anniversary of NASCAR -- could not have been better," said DAYTONA

USA General Manager Sarah Gurtis. "DAYTONA USA chronicles the history of NASCAR -- where it came from and where it's going. It's the perfect destination for NASCAR's hundreds of competitors as well as its millions of fans."

DAYTONA USA has recently received the prestigious THEA Award of Achievement from the Themed Entertainment Association and is the only interactive attraction of its kind.



DAYTONA CLUB ADDITION

A Massive Expansion In Time For 1999 Daytona 500

A massive expansion of one of motorsports' most prominent icons will be concluded in time for the 1999 Daytona 500, as 6,000 luxury seats will be added to the Winston Tower at Daytona International Speedway.

Within the 6,000-seat expansion high above the start/finish line, 3,800 seats will be available through membership in The Daytona Club. The remaining 2,200 seats have already been sold to race fans throughout the United States.

The Daytona Club was introduced for Speedweeks 1997 when more than 400 fans enjoyed an eight-race package including hospitality and other first-class amenities. Demand for admission to The Daytona Club has since grown rapidly, prompting this new





expansion. Winston Tower seats at Daytona are considered the best seats available at any motorsports venue in the world.

The expansion will be on the turn one and turn four sides of the Winston Tower. The tower was originally opened in 1988 with 2,735 seats. It was later expanded in 1997 to 4,370 and now will more than double in size.

"The decision to expand was rela-

tively easy," said John Graham, president of the Speedway. "Each February, Daytona International Speedway hosts the Daytona 500, one of the world's top sporting events, along with several other world-class races. The demand for quality seats is at an all-time high and The Daytona Club concept is one of the most luxurious and popular open-air seating arrangements in all of sports."

The eight-race Daytona Club

The Daytona Club guarantees the best seat at Daytona International Speedway for the best racing of the season, including "The Great American Race," the Daytona 500.



The Great American Race

Daytona Club Addition ...

package includes spacious, chair-back seats permitting virtually unobstructed views of the entire 2.5-mile superspeedway for each of the following events:

- Bud Shootout At Daytona
- FirstPlus Financial 200 (ARCA Bondo Mar-Hyde Series)
- Gatorade 125-Mile Qualifying Races for the Daytona 500 (two races)
- Discount Auto Parts 200 presented by ACDelco Rapidfire (NASCAR Goody's Dash Series)
- True Value Firebird IROC XXIII
- NAPA Auto Parts 300 (NASCAR Busch Series)
- Daytona 500 (NASCAR Winston Cup Series)

The construction project is already underway, with the foundation and concrete work nearly complete.

Packages range from \$1,500-1,700 and include in-seat service, admission to a stylish hospitality pavilion, full buffet-style breakfast, The Daytona Club Grand Lunch and an Official Speedweeks souvenir program. Pre-race pit road tours are also available for each day's event.

The Daytona Club guarantees the best seat at Daytona International Speedway for the best racing of the season, including "The Great American Race," the Daytona 500.

Daytona International Speedway opened in February, 1959 with more than 20,000 grandstand seats. The historic Speedway has been expanded and updated con-

tinually and has become known as the "World Center of Racing."

One of Daytona's most-recent enhancements was the development of the world's largest outdoor lighting project. The 2.5-mile facility was outfitted with enough light to conduct side-by-side racing at night. The inaugural night race at Daytona will be the Pepsi 400 NASCAR Winston Cup Series event on July 4 at 8 p.m.

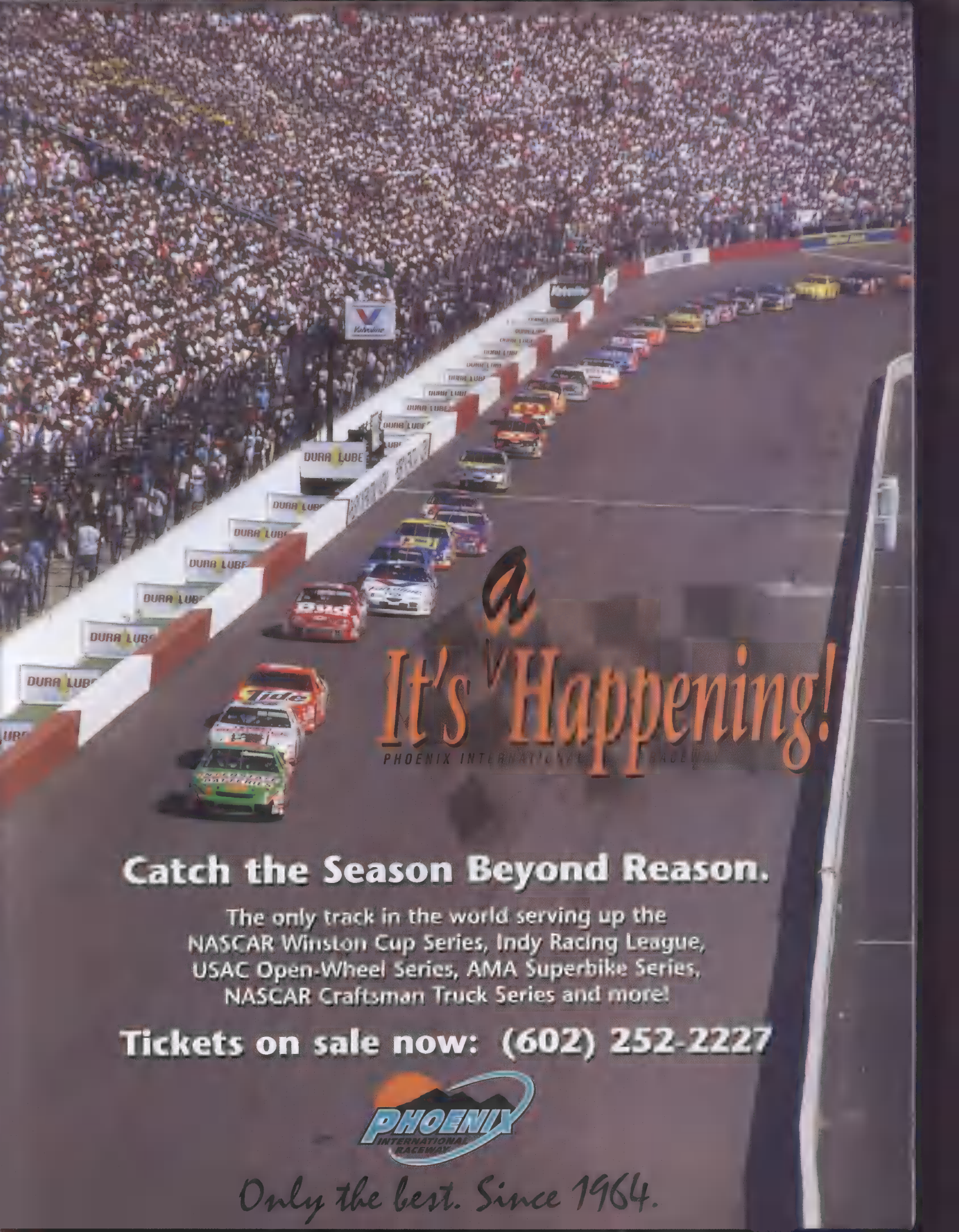
Lighting a 200-acre playing field required 1,416 fixtures on 191 poles ranging to 110 feet in height on the outside of the Speedway, and 419 Mirtran fixtures inside of the track. More than 150 miles of wire, 800 tons of concrete and 2,600 square feet of mirrors were used in the lighting project.

It is so large that illuminating the Speedway is equivalent to lighting a residential street from Daytona Beach to Iowa, home of Musco lighting, the company charged with lighting this massive facility. There will be as much light on the track as would be generated by the high-beam headlights of 87,000 cars. It will require 2.5-million watts of power per hour to operate the system. Daytona Club packages will also be available for the Pepsi 400 under the lights each July.

To reserve a membership in The Daytona Club, call the Speedway's Entertainment Services Department at 904-947-6827. For more information on Daytona International Speedway or its events, visit <http://www.daytonausa.com>.

**The eight-race
Daytona Club package
includes spacious,
chair-back seats
permitting virtually
unobstructed views of
the entire 2.5-mile
superspeedway for
each of the following
events:**

- Bud Shootout At
Daytona**
- FirstPlus Financial
200 (ARCA Bondo/
Mar-Hyde Series)**
- Gatorade 125-Mile
Qualifying Races for
the Daytona 500
(two races)**
- Discount Auto Parts
200 presented by
ACDelco Rapidfire
(NASCAR Goody's
Dash Series)**
- True Value Firebird
IROC XXIII**
- NAPA Auto Parts
300 (NASCAR
Busch Series)**
- Daytona 500
(NASCAR Winston
Cup Series)**




It's Happening!
PHOENIX INTERNATIONAL RACEWAY

Catch the Season Beyond Reason.

The only track in the world serving up the
NASCAR Winston Cup Series, Indy Racing League,
USAC Open-Wheel Series, AMA Superbike Series,
NASCAR Craftsman Truck Series and more!

Tickets on sale now: (602) 252-2227



Only the best. Since 1964.



"Front Row" Joe Nemechek started on the outside of the front row for the 1998 Napa Auto Parts 300 and went on to win the season-opening event for the NASCAR Busch Series.

Takes Napa



NASCAR Busch Series

The Napa Auto Parts 300 at Daytona International Speedway was like watching Greg Maddux pitch against a Little League team. On this day, Joe Nemechek was a man among boys, as he romped to victory in the 120-lap run over Daytona's fast, 2.5-mile trioval.

Nemechek, a NASCAR Winston Cup Series regular who sees spot duty in the Busch Series, led all but nine green flag laps in the season-opening race. Nemechek, who hails from Lakeland, Fla. was untouchable in his Chevrolet Monte Carlo, which started from the outside pole position.

Jeff Purvis made two valiant attempts to pass Nemechek in the closing laps, but both times the challenge was rebuffed by the 33-year-old driver. Purvis, who couldn't find a drafting partner to clear Nemechek, finished second.

"Jeff Purvis ran me tough at the end," said Nemechek, who earned a record payout of \$78,600. "He was doing everything he could to get by, but I didn't want to let him by."

Purvis was followed by Mark Martin,

Nemechek

Auto Parts 300

By Goulwin Kelly





from Daytona Beach, Buckshot Jones and defending two-time Busch Series champion Randy LaJoie.

"The guys were trying to team up on me, and I knew they were doing it," said Nemechek, who raced in the

Felix Sabates at SABCO Racing. He runs a limited Busch Series schedule in his own equipment.

The victory was Nemechek's first at Daytona International Speedway, and gave him back-to-back Busch Series wins.

The all-time leading winner in the NASCAR Busch Series, Mark Martin finished third in the 1998 Napa 300.

"They told me they were going to have a party and we weren't invited."...Joe Nemechek

Busch Series several years before moving to Winston Cup. "They told me they were going to have a party and we weren't invited."

Nemechek has a full-time ride with Winston Cup car owner

Nemechek won the Jiffy Lube 300 at Miami-Dade Homestead Motorsports Complex to cap the 1997 season.

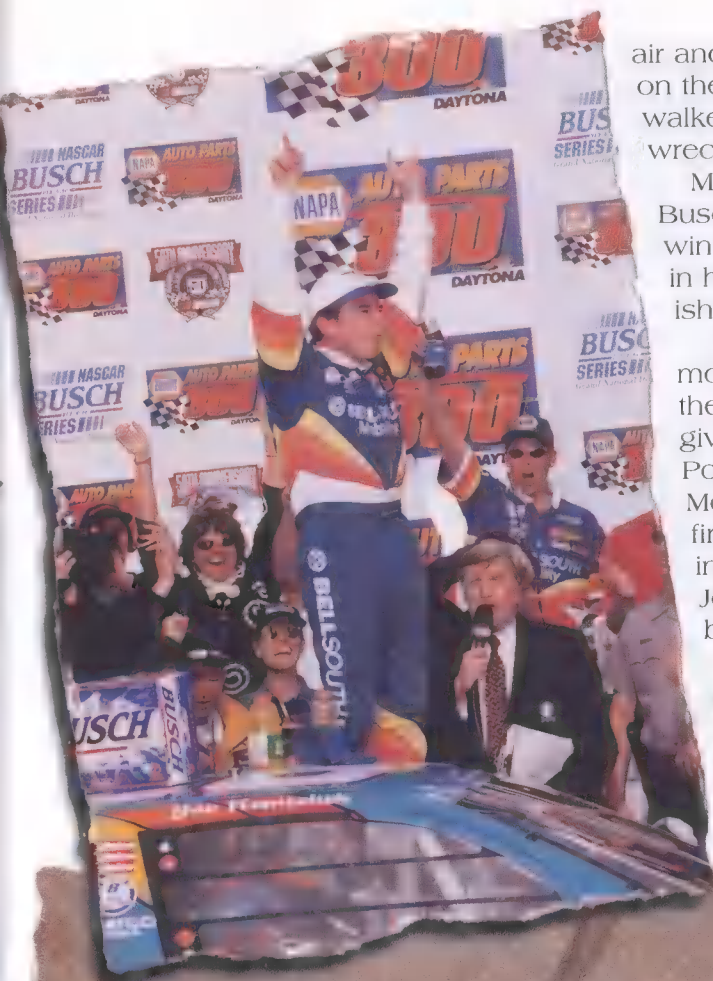
"We've come so close here at Daytona so many times, but I got bitten too many times or

caught up in wrecks," said Nemechek. "This is a brand new car we call, 'Speedy Gonzalez.' We tested it twice and it's awful fast. We got beat for the pole, but we won the race, and that pays more."

Nemechek's average speed was slowed to 137.213 mph because of six caution periods.

Dale Earnhardt Jr., the 21-year-old son of the seven-time Winston Cup champion, was involved late in the race in the most spectacular incident of the day — a flip down the backstretch.

Jones hit Dick Trickle forcing him into Earnhardt, whose Chevrolet was launched into the air. He flipped once in the



air and bounced hard on the ground. He walked away from the wreck.

Martin, the NASCAR Busch Series all-time win leader, ran strong in his third-place finish.

Nemechek paced most of the race with the other 42 entries giving chase.

Pole-sitter Mike McLaughlin led the first lap before yielding to "Front Row Joe." Nemechek broke the long

Nemechek and the BellSouth Chevrolet crew combined for a stellar performance.

standing record of most laps led (105) previously held by Paul Goldsmith, who had the point 101 laps in 1967.

While Nemechek was driving the car to beat, he never pulled away from the field. Tony Stewart, Martin and Purvis combined to make a four-car lead draft for much of the race. Still, nobody could get around Nemechek, who's still waiting to win his first Winston Cup race.

Nemechek tried to make more Daytona history the next day. Only four drivers have won the Napa Auto Parts 300 and Daytona 500 the same weekend. Darrell Waltrip was the last to pull the double in 1989.

"Unfortunately, my Winston Cup car isn't the fastest car here," said Nemechek.





Busch Series Gears Up for '99

By Lefty Hollis



NASCAR's Busch Series has long been a proving ground for young drivers and new teams. But many successful NASCAR Winston Cup drivers compete in selected events on the Busch Series, too, either as an additional source for a paycheck, to get practice at race tracks under racing conditions or to begin a second career as car owner.

That diversity brings a lot of excitement and energy to a series that has quickly become more than Winston Cup's little brother. On any given weekend, the NASCAR Busch Series offers race fans big name stars, big races and big action.

The stories behind the drivers are often as interesting as the on-track exploits of the Busch Series teams and dri-

vers. A quick look at the key players shows why this series continues to grow into one of the nation's premier motorsports divisions.

Two-time Busch Series champion Randy LaJoie has forged a successful career on the circuit and, though he says he's willing to consider opportunities to go Winston Cup, is content to stay put in the Busch Series. The BACE Motorsports team he drives for won the 1995 Busch title with driver Johnny Benson. With LaJoie, the team captured the trophy the next two years.

Though he is not a regular on the circuit, Mark Martin is a factor to contend with every time he takes to the track on the Busch circuit. His Jack Roush-owned Winn Dixie Ford is so often found in Victory Lane that Martin is now the Series' all-time

leading winner. His record-setting 32nd win came in 1997, and he continued his success chalking up more wins in 1998.

Though Dale Earnhardt Jr. got all the headlines in 1998, another famous driver's offspring earned some valuable seat time recently and may well be a factor in 1999. Jason Jarrett, son of Dale Jarrett and grandson of NASCAR champ Ned, shared the driving duties of the No. 32 Busch Series entry with his father. Despite his lack-luster finishes, Jarrett gained experience against some of the best stock car drivers in the world on some of the toughest tracks.

Another interesting story on the Busch Series is that of Kevin Schwantz. His career began on two wheels. As a world champion motorcycle racer, Schwantz learned racing; now he is looking to take that understanding to four wheels and earn wins in NASCAR. Though he has struggled, if the team can put together a strong car with strong support, the champion racer behind the wheel will be one to watch.



As a long-standing and senior member of the NASCAR Winston Cup series, Dick Trickle has earned a reputation for his understanding of race cars. In fact, he is one of the drivers chosen to set-up IROC cars prior to races to ensure that they are race ready and well prepared. That reputation has also earned him a large following of fans. After nearly 30

years of racing in NASCAR, Trickle earned his first win in 1997 and followed with another one in 1998. Those wins came on the Busch Series with No. 64 Shoemaker Racing Team. A '98 win at Darlington — the track known for being "Too Tough to Tame" — showed Trickle is not ready to slow down yet.

Mike McLaughlin continued his winning ways in 1998 in a career that has spanned more than 12 years. With Team 34 Racing, McLaughlin joined the crew that sent Todd Bodine into a tooth-and-nail battle for the 1997 Busch Series runner-up spot. The team has resources and a history of winning on the circuit.

There are many other interesting stories in the NASCAR Busch Series that will make the 1999 racing season another one to remember.

Kevin Schwantz (opposite) moved from motorcycle racing to the NASCAR Busch Series. Randy LaJoie (top) earned two consecutive NASCAR Busch Series titles and Jason Jarrett (L) is another third generation NASCAR driver looking to make a name for himself.

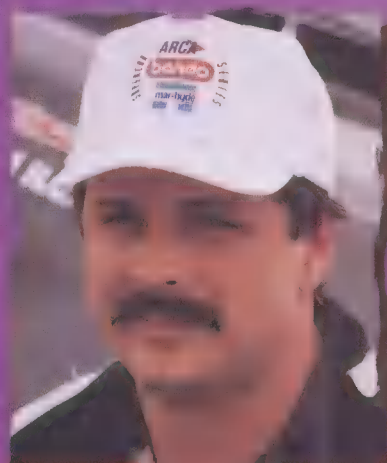


GLENN
A
L
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N



Henderson: Charlotte, NC

ED
B
E
E
R



Henderson: Western Salem, NC

JOE
B
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Henderson: Raleigh, NC

MIKE
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R



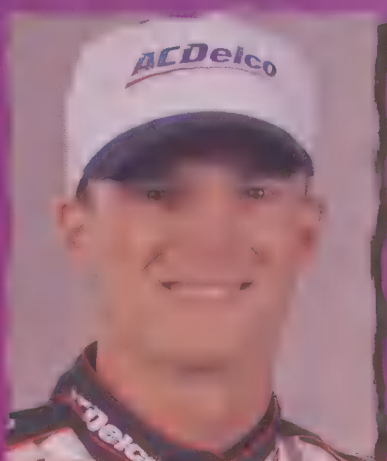
Henderson: Dallas Park, FL

MIKE
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Henderson: Winston, NC

DALE
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Henderson: Kannapolis, NC

TIM

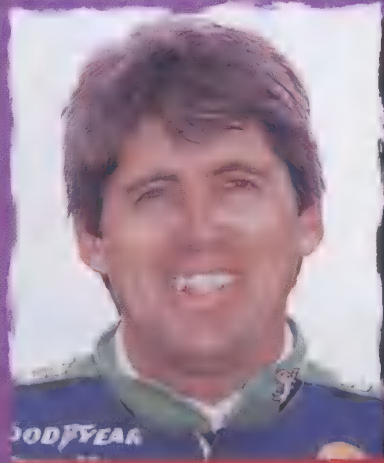
FEDERWA



Hawthorn: Holly, MI

MARK

DRECK



Hawthorn: Chesapeake, KY

SHANE

SALL



Hawthorn: Fountain Inn, SC

BUCKSHOT

SNEED



Hawthorn: Monticello, GA

MATT

KRIBETS



Hawthorn: Cambridge, WI

RANDY

LADINE



Hawthorn: Norwich, CT

TRACY

LEE
LIFE



Hometown: Mt. Clemens, MI

MIKE

FEY
LIFE



Hometown: Waterloo, NY

PHIL

P
A
R
B
O
R
N



Hometown: Detroit, MI

ROBERT

P
A
R
B
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N



Hometown: Asheville, NC

JEFF

P
U
R
V
I
O



Hometown: Clarksville, TN

STEVIE

P
U
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O



Hometown: Speedway, IN

ELLIOTT

S
A
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L
E



Hometown: Emporia, VA

HERMIE

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Hometown: Emporia, VA

ELTON

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Hometown: Chesapeake, VA

KEVIN

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Hometown: Houston, TX

DENNIS

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Hometown: Neelon, NC

TONY

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E



Hometown: Decaturville, TN

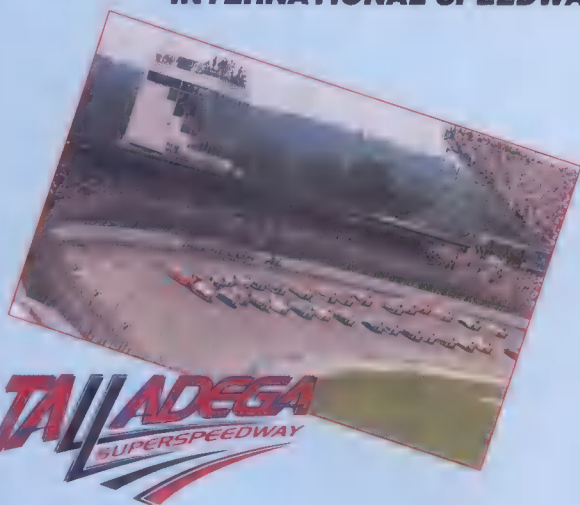


1999

International Speedway Corporation Schedule



DAYTONA
INTERNATIONAL SPEEDWAY



TALLADEGA
SUPERSPEEDWAY

DARLINGTON
A NASCAR TRADITION



DAYTONA INTERNATIONAL SPEEDWAY

January, 1999

30 & 31 Rolex 24 At Daytona

February, 1999

- 6 Bud Pole Day for the 1999 Daytona 500
- 7 Bud Shootout and FirstPlus Financial 200 for the ARCA Bondo/Mar-Hyde Series
- 11 Gatorade 125-Mile Qualifying Races for the Daytona 500
- 12 Discount Auto Parts 200 NASCAR Goody's Dash Series Race and Round One of the True Value International Race of Champions (IROC XXIII)
- 13 NAPA Auto Parts 300 NASCAR Busch Series Race
- 14 Daytona 500 NASCAR Winston Cup Series Race

March, 1999

- 6 Daytona Supercross By Honda
- 7 Daytona 200 By Arai AMA Superbike Series Race

July, 1999

- 3 Pepsi 400 NASCAR Winston Cup Series Race

DARLINGTON RACEWAY

March, 1999

- 20 Diamond Hill Plywood 200 NASCAR Busch Series Race
- 21 TranSouth Financial 400 NASCAR Winston Cup Series Race

September, 1999

- 4 Dura-Lube 200 NASCAR Busch Series Race
- 5 Pepsi Southern 500 NASCAR Winston Cup Series Race

TALLADEGA SUPERSPEEDWAY

April, 1999

- 23 Advance Auto Parts Qualifying Day for NASCAR Winston Cup Series
- 24 NASCAR Busch Series 300
- 25 DieHard 500 NASCAR Winston Cup Series Race

October, 1999

- 15 LCI Pole Qualifying Day for NASCAR Winston Cup
- 16 ARCA Bondo/Mar-Hyde Series, Winn Dixie 300
- 17 Winston 500 NASCAR Winston Cup Series Race

TUCSON RACEWAY PARK

September, 1999

- 19 NASCAR Featherlite Southwest Tour 125 Race

WATKINS GLEN INTERNATIONAL

August, 1999

- 13-15 NASCAR Winston Cup Series at the Glen Weekend

PHOENIX INTERNATIONAL RACEWAY

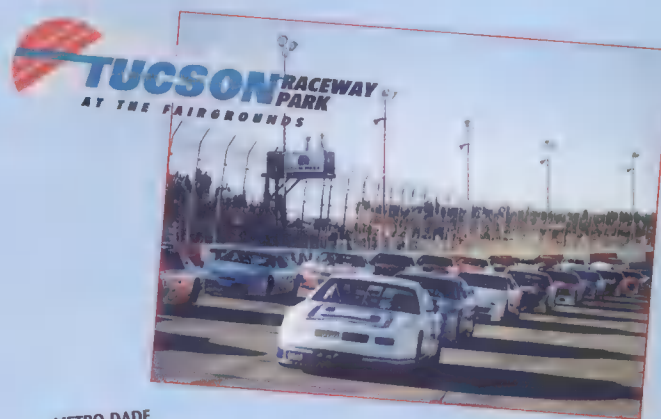
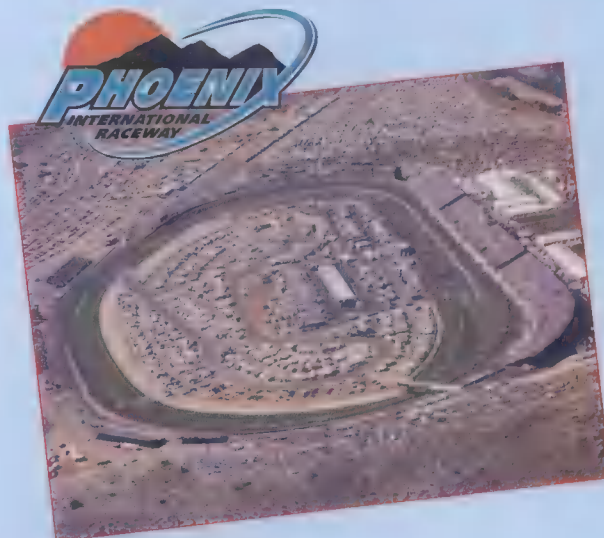
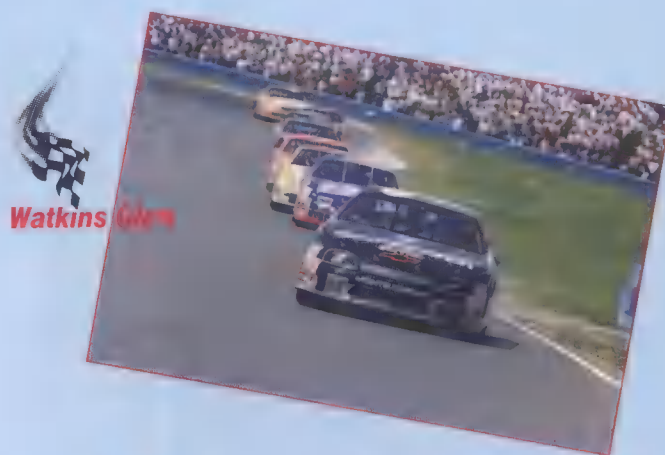
November, 1999

- 4-7 Gargoyles Pole Qualifying Day
- ReMax 300 Featherlite Southwest Tour
- GMSPO/GM Goodwrench/Delco Battery 300 NASCAR Craftsman Truck Series Race
- Dura-Lube 500 NASCAR Winston Cup Series Race

MIAMI-DADE HOMESTEAD MOTORPORTS COMPLEX

November, 1999

- 13 NASCAR Busch Series Race
- 14 Jiffy Lube 400 NASCAR Winston Cup Series Race





William C. France



James C. France



Lisa D. Kennedy



H. Lee Combs



J. Hyatt Brown



Thomas W. Staed



Lloyd E. Reuss



Chris Harris



Raymond Mason, Jr.



Chapman J. Root, II



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James C. France*President/Chief Operating Officer
Lisa D. Kennedy*Executive Vice President
H. Lee Combs*Senior Vice President Operations
Robert E. SmithVice President/Corporate Administration
John E. Graham, Jr.Vice President/President of
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W. Grant LynchVice President/President of
Talladega Superspeedway
James H. HunterVice President/President of
SCISC (Darlington Raceway)
John SaundersVice President /Corporate
Administrative Services
Gregory J. SullivanVice President Marketing
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*Member of the Board of Directors

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Terry Lynn OsteenManager of Mailing/Printing Operations



James H. Foster



John R. Cooper



Brian Z. France



Edward H. Reuss



Robert R. Dyson

1998/99 **WINTER** **HEAT**



1998/99 NASCAR WINTER HEAT SCHEDULE

Dec 6, 1998	NASCAR Featherlite Southwest Series*
Dec 13, 1998	The Winston Challenge—NASCAR Late Models
Dec 20, 1998	The Winston Challenge—NASCAR Late Models
Jan 3, 1999	The Winston Challenge—NASCAR Late Models
Jan 10, 1999	NASCAR Featherlite Southwest Series **
Jan 17, 1999	NASCAR Winston West Series**

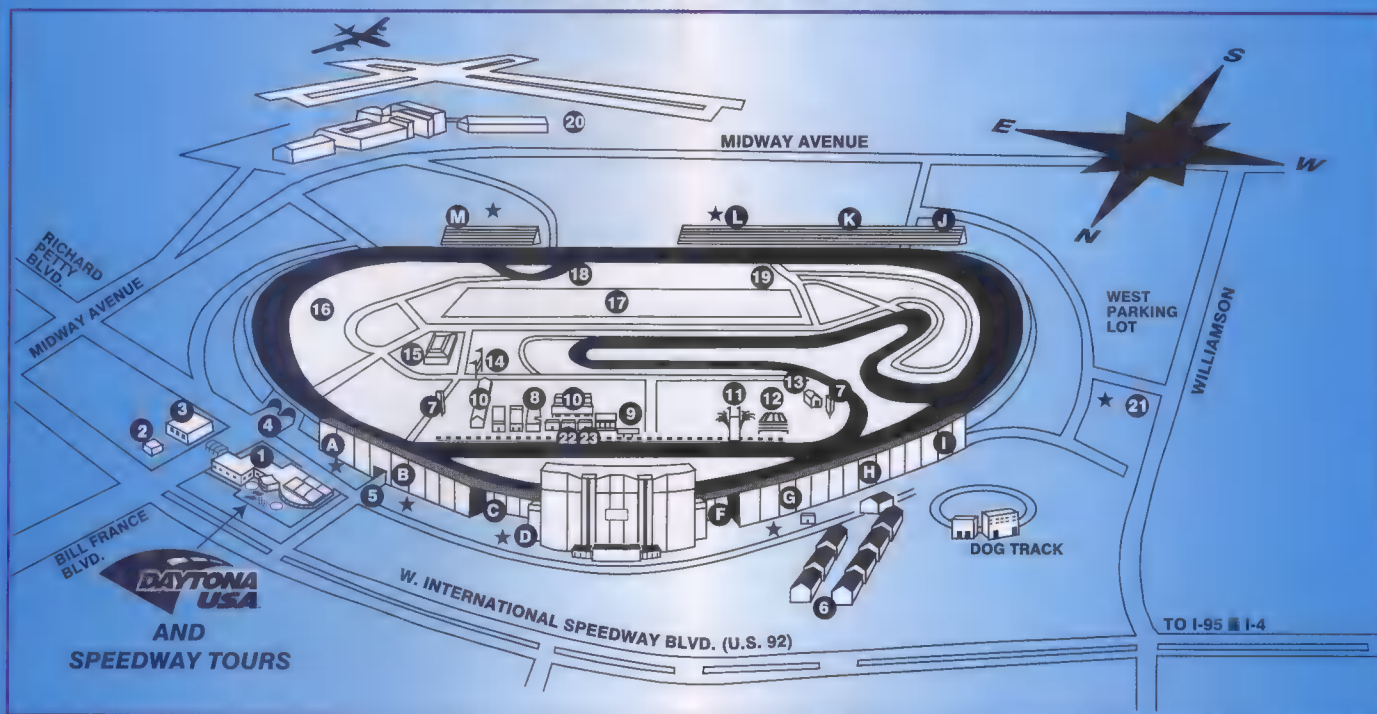
**1999 Season Opener *Non points event

Gates Open at 9 am Racing starts at 11 am



For More Information: 520-762-9200 www.daytonausa.com

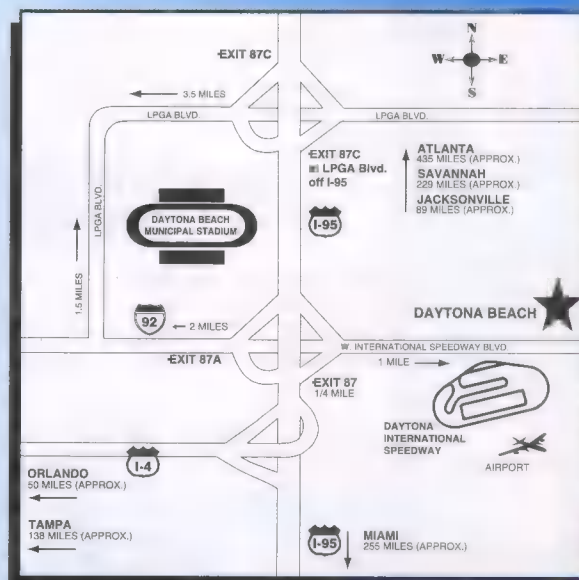
COURSE LAYOUT For 2.5-Mile Trioval



LEGEND

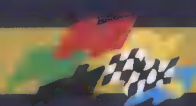
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|---|--|
| 1. DAYTONA USA.
SPEEDWAY TICKET OFFICE
& ADMINISTRATIVE OFFICES | 21. WEST PARKING LOT
ENTRANCE / GATE 40 |
| 2. MAINTENANCE GARAGE | 22. CHECKERED FLAG BUILDING |
| 3. SECURITY, MAILROOM &
CREDENTIALS | 23. FACILITY OPERATIONS |
| 4. TUNNEL ENTRANCE | A. OLDFIELD GRANDSTAND |
| 5. GATE 7 / SERVICE ENTRANCE | B. DePALMA GRANDSTAND |
| 6. HOSPITALITY VILLAGE | C. WEATHERLY GRANDSTAND |
| 7. SCOREBOARDS | D. CAMPBELL GRANDSTAND |
| 8. MRN RADIO STUDIO | E. WINSTON TOWER |
| 9. NASCAR SCORING | F. ROBERTS GRANDSTAND |
| 10. GARAGE AREA | G. SEGRAVE GRANDSTAND |
| 11. VICTORY LANE | H. KEECH GRANDSTAND |
| 12. PADDOCK CLUB SUITES | I. LOCKHART GRANDSTAND |
| 13. ROAD RACE SCORING | J. TURN TWO GRANDSTAND |
| 14. PEPSI PADDOCK AREA | K. LUND GRANDSTAND |
| 15. INFIELD DISPLAY AREA | L. DAYTONA GRANDSTAND |
| 16. INFIELD CAR PARKING | M. TURN THREE GRANDSTAND |
| 17. LAKE LLOYD | |
| 18. ROAD COURSE CHICANE | ★ TICKET BOOTH |
| 19. INFIELD R.V. ENTRANCE | |
| 20. DAYTONA BEACH INTERNATIONAL
AIRPORT | |

GETTING THERE



SPEED CHART For 2.5-Mile Trioval

Time	Speed	Time	Speed	Time	Speed	Time	Speed
59.0	152.542	54.8	164.234	50.6	177.866	46.4	193.966
58.9	152.801	54.7	164.534	50.5	178.218	46.3	194.384
58.8	153.061	54.6	164.835	50.4	178.571	46.2	194.805
58.7	153.322	54.5	165.138	50.3	178.926	46.1	195.228
58.6	153.584	54.4	165.441	50.2	179.283	46.0	195.652
58.5	153.846	54.3	165.746	50.1	179.641	45.9	196.078
58.4	154.110	54.2	166.052	50.0	180.000	45.8	196.507
58.3	154.374	54.1	166.359	49.9	180.361	45.7	196.937
58.2	154.639	54.0	166.667	49.8	180.723	45.6	197.368
58.1	154.905	53.9	166.976	49.7	181.087	45.5	197.802
58.0	155.172	53.8	167.286	49.6	181.452	45.4	198.238
57.9	155.440	53.7	167.598	49.5	181.818	45.3	198.675
57.8	155.709	53.6	167.910	49.4	182.186	45.2	199.115
57.7	155.979	53.5	168.224	49.3	182.556	45.1	199.557
57.6	156.250	53.4	168.539	49.2	182.927	45.0	200.000
57.5	156.522	53.3	168.856	49.1	183.299	44.9	200.445
57.4	156.794	53.2	169.173	49.0	183.673	44.8	200.893
57.3	157.068	53.1	169.492	48.9	184.049	44.7	201.342
57.2	157.343	53.0	169.811	48.8	184.426	44.6	201.794
57.1	157.618	52.9	170.132	48.7	184.805	44.5	202.247
57.0	157.895	52.8	170.455	48.6	185.185	44.4	202.703
56.9	158.172	52.7	170.778	48.5	185.567	44.3	203.160
56.8	158.451	52.6	171.103	48.4	185.950	44.2	203.620
56.7	158.730	52.5	171.429	48.3	186.335	44.1	204.082
56.6	159.011	52.4	171.756	48.2	186.722	44.0	204.545
56.5	159.292	52.3	172.084	48.1	187.110	43.9	205.011
56.4	159.574	52.2	172.414	48.0	187.500	43.8	205.479
56.3	159.858	52.1	172.745	47.9	187.891	43.7	205.950
56.2	160.142	52.0	173.077	47.8	188.285	43.6	206.422
56.1	160.428	51.9	173.410	47.7	188.679	43.5	206.897
56.0	160.714	51.8	173.745	47.6	189.076	43.4	207.373
55.9	161.002	51.7	174.081	47.5	189.474	43.3	207.852
55.8	161.290	51.6	174.419	47.4	189.873	43.2	208.333
55.7	161.580	51.5	174.757	47.3	190.275	43.1	208.817
55.6	161.871	51.4	175.097	47.2	190.678	43.0	209.302
55.5	162.162	51.3	175.439	47.1	191.083	42.9	209.790
55.4	162.455	51.2	175.781	47.0	191.489	42.8	210.280
55.3	162.749	51.1	176.125	46.9	191.898	42.7	210.773
55.2	163.043	51.0	176.471	46.8	192.308	42.6	211.268
55.1	163.339	50.9	176.817	46.7	192.719	42.5	211.765
55.0	163.636	50.8	177.165	46.6	193.133	42.4	212.264
54.9	163.934	50.7	177.515	46.5	193.548	42.3	212.766





Bud Shootout

*Rusty Wallace
1998 Champion*



RESULTS OF THE

**BUD SHOOTOUT AT DAYTONA
QUALIFYING RACE**

DAYTONA INTERNATIONAL SPEEDWAY

SUNDAY FEBRUARY 8, 1998

NASCAR
Winston Cup
Series

FIN POS	STR POS	CAR NO.	DRIVER	TEAM/CAR	LAPS	REASON OUT
1	13	23	Jimmy Spencer	Winston/No Bull Ford	25	Running
2	8	9	Lake Speed	Cartoon Network Ford	25	Running
3	3	3	Dale Earnhardt	Goodwrench Service Plus Chevrolet	25	Running
4	1	40	Sterling Marlin	Coors Light Chevrolet	25	Running
5	10	11	Brett Bodine	Paychex Ford	25	Running
6	12	97	Chad Little	John Deere Pontiac	25	Running
7	5	75	Rick Mast	Remington Arms Ford	25	Running
8	11	29	Jeff Green	Diamond Ridge Motorsports Chevrolet	25	Running
9	2	88	Greg Sacks	Thorn Apple Valley Ford	25	Running
10	6	17	Darrell Waltrip	Speedblock/Builders Square Chevrolet	25	Running
11	4	78	Gary Bradberry	Pilot Travel Centers Ford	25	Running
12	14	71	Dave Marcis	RealTree Camouflage Chevrolet	25	Running
13	9	47	Billy Standridge	Team Fans Can Race Chevrolet	24	Running
14	7	90	Dick Trickle	Heilig-Meyers Ford	19	Handling

TIME OF RACE: 20 MIN. 50 SEC.

AVERAGE SPEED: 180.000 mph

MARGIN OF VICTORY: 0.149 sec

LEAD CHANGES: 2 LEAD CHANGES AMONG 3 DRIVERS

RESULTS OF THE

BUD SHOOTOUT AT DAYTONA

DAYTONA INTERNATIONAL SPEEDWAY

SUNDAY FEBRUARY 8, 1998

FIN POS	STR POS	CAR NO.	DRIVER	TEAM/CAR	LAPS	REASON OUT
1	13	2	Rusty Wallace	Miller Lite Ford	25	Running
2	12	81	Kenny Wallace	Square D Ford	25	Running
3	7	94	Bill Elliott	McDonald's Ford	25	Running
4	17	23	Jimmy Spencer	Winston/No Bull Ford	25	*Running
5	2	33	Ken Schrader	Skoal Bandit Chevrolet	25	Running
6	8	7	Geoff Bodine	Mattei Motorsports Ford	25	Running
7	15	36	Ernie Irvan	Skittles Pontiac	25	Running
8	1	6	Mark Martin	Valvoline Ford	25	Running
9	14	25	John Andretti	Bud Shootout Chevrolet	25	Running
10	6	35	Todd Bodine	Tabasco Pontiac	25	Running
11	16	88	Dale Jarrett	Quality Care/Ford Credit Ford	25	Running
12	11	26	Johnny Benson	Cherrios Ford	25	Running
13	3	31	Mike Skinner	Lowe's Chevrolet	25	Running
14	5	24	Jeff Gordon	DuPont Refinishes Chevrolet	24	Engine
15	9	18	Bobby Labonte	Interstate Batteries Pontiac	23	Accident
16	10	42	Joe Nemechek	BellSouth Chevrolet	23	Accident
17	4	22	Ward Burton	MBNA America Pontiac	21	Accident

TIME OF RACE: 20 MIN. 57 SEC.

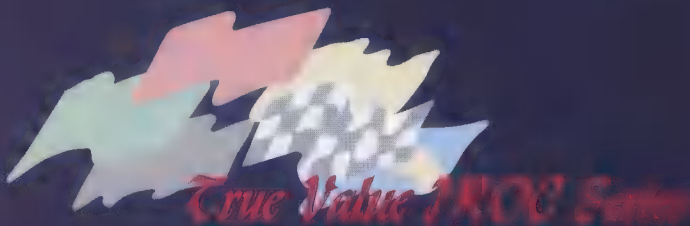
AVERAGE SPEED: 178.998 mph

MARGIN OF VICTORY: 0.290 sec.

LEAD CHANGES: 3 LEAD CHANGES AMONG 4 DRIVERS



The Great American Race



True Value Firebird International Race Of Champions – Previous Results

True Value Firebird Daytona IROC Race Results

1. *MARK DONOHUE; 2. Peter Revson; 3. Bobby Unser; 4. David Pearson; 5. George Follmer; 6. A.J. Foyt

Type: Camaro, Chevrolet Camaro RSR
Average Speed: 140.124 mph

1. *BOBBY UNSER; 2. A.J. Foyt; 3. Cale Yarborough; 4. Bobby Allison; 5. David Pearson; 6. Emerson Fittipaldi; 7. Ronnie Peterson; 8. George Follmer; 9. Johnny Rutherford

Type: Camaro, Chevrolet Camaro
Average Speed: 140.124 mph

1976
1. BENNY PARSONS; 2. *A.J. FOYT; 3. Mario Andretti; 4. David Pearson; 5. Al Unser; 6. Emerson Fittipaldi; 7. Bobby Allison; 8. Bobby Unser; 9. Brian Redman

Type: Camaro, Chevrolet Camaro
Average Speed: 140.124 mph

1. CALE YARBOROUGH; 2. *A.J. FOYT; 3. Bobby Unser; 4. Richard Petty; 5. Johnny Rutherford; 6. David Pearson; 7. Al Holbert; 8. Burling Baker; 9. Al Unser

Type: Camaro, Chevrolet Camaro
Average Speed: 140.124 mph

1. MARIO ANDRETTI; 2. Darrell Waltrip; 3. Gordon Johncock; 4. Cale Yarborough; 5. Benny Parsons; 6. Jacky Ickx; 7. *Al Unser; 8. Richard Petty; 9. Johnny Rutherford

Type: Camaro, Chevrolet Camaro
Average Speed: 140.124 mph

1985
1. DARRELL WALTRIP; 2. Tom Sneva; 3. A.J. Foyt; 4. Derek Bell; 5. *Harry Gant; 6. Cale Yarborough; 7. Jochen Mass; 8. John Watson; 9. Bobby Rahal; 10. Terry Labonte; 11. Tom Coy; 12. Mario Andretti

Type: Camaro, Chevrolet Camaro
Average Speed: 140.124 mph

1986
1. AL UNSER; 2. Cale Yarborough; 3. Bill Elliott; 4. Hurley Haywood; 5. Klaus Ludwig; 6. Hans Stuck; 7. Darrell Waltrip; 8. Harry Gant; 9. Rick Mears; 10. Jochen Mass; 11. *Al Unser Jr.; 12. Bobby Rahal

1. *GEOFF BODINE; 2. Dale Earnhardt; 3. Darrell Waltrip; 4. Bill Elliott; 5. Al Unser Jr.; 6. Wally Dallenbach; 7. Mario Andretti; 8. Bobby Rahal; 9. Derek Bell; 10. Al Unser; 11. Scott Pruett; 12. Michael Andretti

Type: Camaro, Chevrolet Camaro
Average Speed: 140.124 mph

1988
1. BILL ELLIOTT; 2. Dale Earnhardt; 3. Terry Labonte; 4. *Al Unser Jr.; 5. Geoff Bodine; 6. Al Unser; 7. Al Holbert; 8. Scott Pruett; 9. Chris Cord; 10. Bobby Rahal; 11. Chip Robinson; 12. Robert Guerrero

(Guerrero did not compete due to injury)
Type: Camaro, Chevrolet Camaro
Average Speed: 140.124 mph

1989
1. RUSTY WALLACE; 2. *Terry Labonte; 3. Dale Earnhardt; 4. Al Unser Jr.; 5. Bill Elliott; 6. Hurley Haywood; 7. A.J. Foyt; 8. Rick Mears; 9. Richard Petty; 10. Scott Pruett; 11. Geoff Brabham; 12. Danny Sullivan

Type: Camaro, Chevrolet Camaro
Average Speed: 140.124 mph

1. SCOTT PRUETT; 2. Bill Elliott; 3. Al Unser; 4. Al Unser Jr.; 5. Tommy Kendall; 6. Geoff Bodine; 7. Mark Martin; 8. Geoff Brabham; 9. Dorsey Schroeder; 10. *Rusty Wallace; 11. Bob Wollek; 12. Dale Earnhardt

Type: Camaro, Chevrolet Camaro
Average Speed: 140.124 mph

1992
1. DALE EARNHARDT; 2. Harry Gant; 3. *Ricky Rudd; 4. Davey Allison; 5. Hurley Haywood; 6. Al Unser Jr.; 7. Geoff Brabham; 8. Rusty Wallace; 9. Davy Jones; 10. Arie Luyendyk; 11. Pete Halsmer; 12. Scott Pruett (Note: Gant and Rudd finished in dead heat for second position)

Type: Camaro, Chevrolet Camaro
Average Speed: 140.124 mph

1993
1. BILL ELLIOTT; 2. *Davey Allison; 3. Al Unser Jr.; 4. Davy Jones; 5. Ricky Rudd; 6. Arie Luyendyk; 7. Geoff Brabham; 8.

Harry Gant; 9. Alan Kulwicki; 10. Juan Fangio II; 11. Jack Baldwin; 12. Al Unser

Type: Camaro, Chevrolet Camaro
Average Speed: 140.124 mph

1994
1. DALE EARNHARDT; 2. Al Unser Jr.; 3. Dale Jarrett; 4. *Mark Martin; 5. Kyle Petty; 6. Rusty Wallace; 7. Steve Kinser; 8. Geoff Brabham; 9. Danny Sullivan; 10. Jack Baldwin; 11. Scott Sharp; 12. Tom Kendall

Type: Camaro, Chevrolet Camaro
Average Speed: 140.124 mph

1995
1. *DALE EARNHARDT; 2. Scott Pruett; 3. Ken Schrader; 4. Ricky Rudd; 5. Rusty Wallace; 6. Tom Kendall; 7. Steve Kinser; 8. Mark Martin; 9. Steve Millen; 10. Al Unser Jr.; 11. Jeff Gordon; 12. Hurley Haywood

Type: Camaro, Chevrolet Camaro
Average Speed: 140.124 mph

1996
1. DALE EARNHARDT; 2. Bobby Gordon; 3. Tom Kendall; 4. Sterling Marlin; 5. Al Unser Jr.; 6. Jeff Gordon; 7. Terry Labonte; 8. *Mark Martin; 9. Johnny Benson; 10. Scott Pruett; 11. Steve Kinser; 12. Rusty Wallace

Type: Camaro, Chevrolet Camaro
Average Speed: 140.124 mph

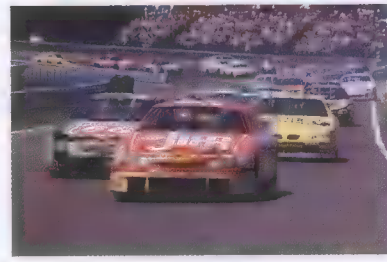
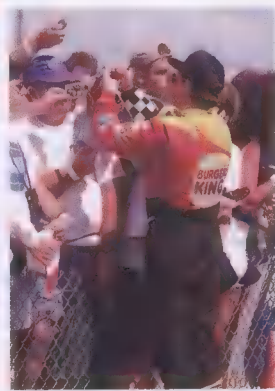
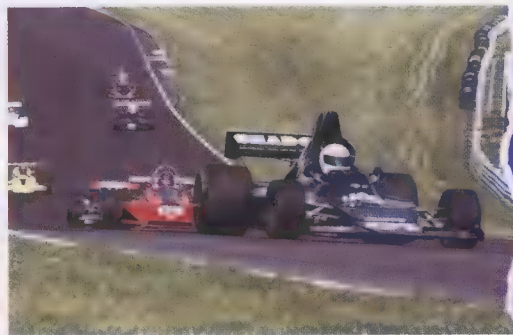
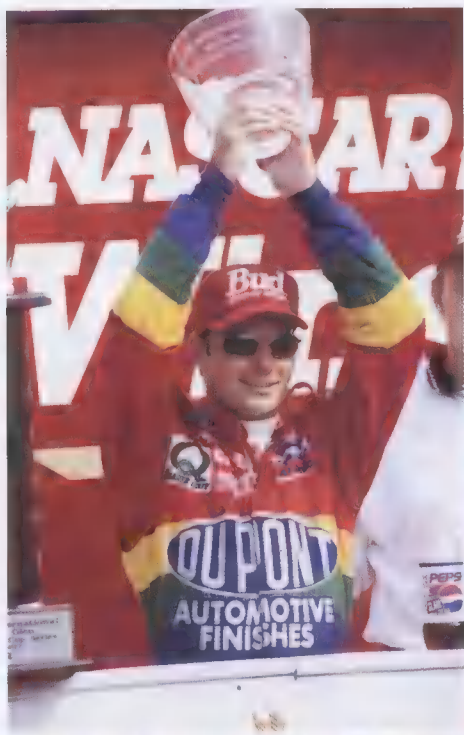
1997
1. AL UNSER JR.; 2. *Mark Martin; 3. Dale Earnhardt; 4. Randy Lalole; 5. Tom Kendall; 6. Terry Labonte; 7. Dale Jarrett; 8. Bobby Gordon; 9. Jeff Gordon; 10. Alex Zanardi; 11. Darrell Waltrip; 12. Jimmy Vasser

Type: Camaro, Chevrolet Camaro
Average Speed: 140.124 mph

1998
1. Jeff Gordon; 2. Jeff Burton; 3. Mark Martin; 4. Dale Earnhardt; 5. Arie Luyendyk; 6. Dale Jarrett; 7. Terry Labonte; 8. Al Unser Jr.; 9. Tony Stewart; 10. Jimmy Vasser; 11. Randy Lalole; 12. Tom Kendall

Type: Camaro, Chevrolet Camaro
Average Speed: 140.124 mph

Race Distance:
10M - 25 Laps of 1.9-Mile Road and 1.9-Mile Course
1975 to present - 10M Miles/40 Laps of 2.5-Mile Trioval
* Series Champion



For 1999 Event and Ticket Information:
(607) 535-2481

Watkins Glen International
New York's Thunder Road



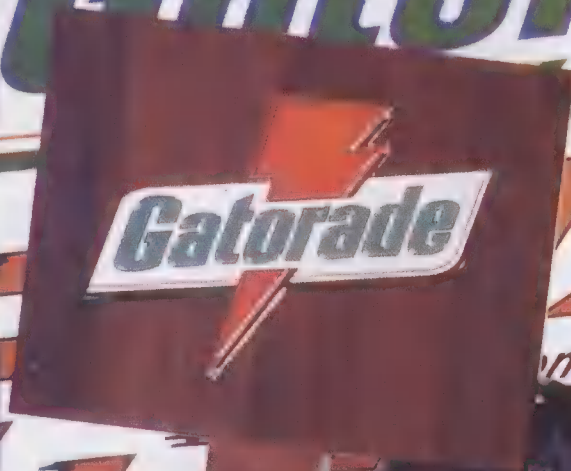
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Gatorade 125s

Gatorade



**Coors
LIGHT**

Qualifying Races

Qualifying Races

*Sterling Marlin
1998 Champion*



RESULTS OF THE
**FIRST GATORADE 125-MILE
QUALIFYING RACES**
FOR THE 40TH ANNUAL DAYTONA 500
DAYTONA INTERNATIONAL SPEEDWAY
THURSDAY, FEBRUARY 12, 1998



FIN POS	STR POS	CAR NO.	DRIVER	TEAM/CAR	LAPS	REASON OUT
1	12	40	Sterling Marlin	Coors Light Chevrolet	50	Running
2	8	88	Dale Jarrett	Quality Care/Ford Credit Ford	50	Running
3	1	18	Bobby Labonte	Interstate Batteries Pontiac	50	Running
4	7	23	Jimmy Spencer	Winston/No Bull Ford	50	Running
5	5	22	Ward Burton	MBNA America Pontiac	50	Running
6	4	30	Derrike Cope	Gum-out Pontiac	50	Running
7	10	12	Jeremy Mayfield	Mobil 1 Ford	50	Running
8	14	6	Mark Martin	Valvoline Ford	50	Running
9	3	43	John Andretti	STP Pontiac	50	Running
10	18	94	Bill Elliott	McDonald's Ford	50	Running
11	15	97	Chad Little	John Deere Ford	50	Running
12	25	73	Mike Wallace	X1-R Chevrolet	50	Running
13	26	7	Geoff Bodine	Philips Consumer Comm. Ford	50	Running
14	27	75	Rick Mast	Remington Arms Ford	50	Running
15	6	24	Jeff Gordon	DuPont Refinishes Chevrolet	50	Running
16	24	46	Wally Dallenbach	First Union Chevrolet	50	Running
17	11	96	David Green	Caterpillar Chevrolet	50	Running
18	13	29	Jeff Green	Team Monte Carlo Chevrolet	50	Running
19	20	16	Ted Musgrave	Primestar Ford	50	Running
20	23	8	Mut Stricklin	Circuit City Chevrolet	50	Running
21	28	80	Michael Ciochetti	Hughes Supply Ford	50	Running
22	21	35	Todd Bodine	Tabasco Pontiac	50	Running
23	2	33	Ken Schrader	Skoal Bandit Chevrolet	49	Running
24	16	26	Johnny Benson	Cherrios Ford	49	Running
25	17	20	* Kenny Irwin	Texaco Havoline Ford	48	Running
26	22	07	Dan Pardus	Midwest Transit Chevrolet	45	Accident
27	19	41	Steve Grissom	Kodiak Chevrolet	40	Accident
28	9	90	Dick Trickle	Hellig-Meyers/Simmons Ford	40	Accident

TIME OF RACE: 53 Min. 36 Sec.

AVERAGE SPEED: 129.925 mph

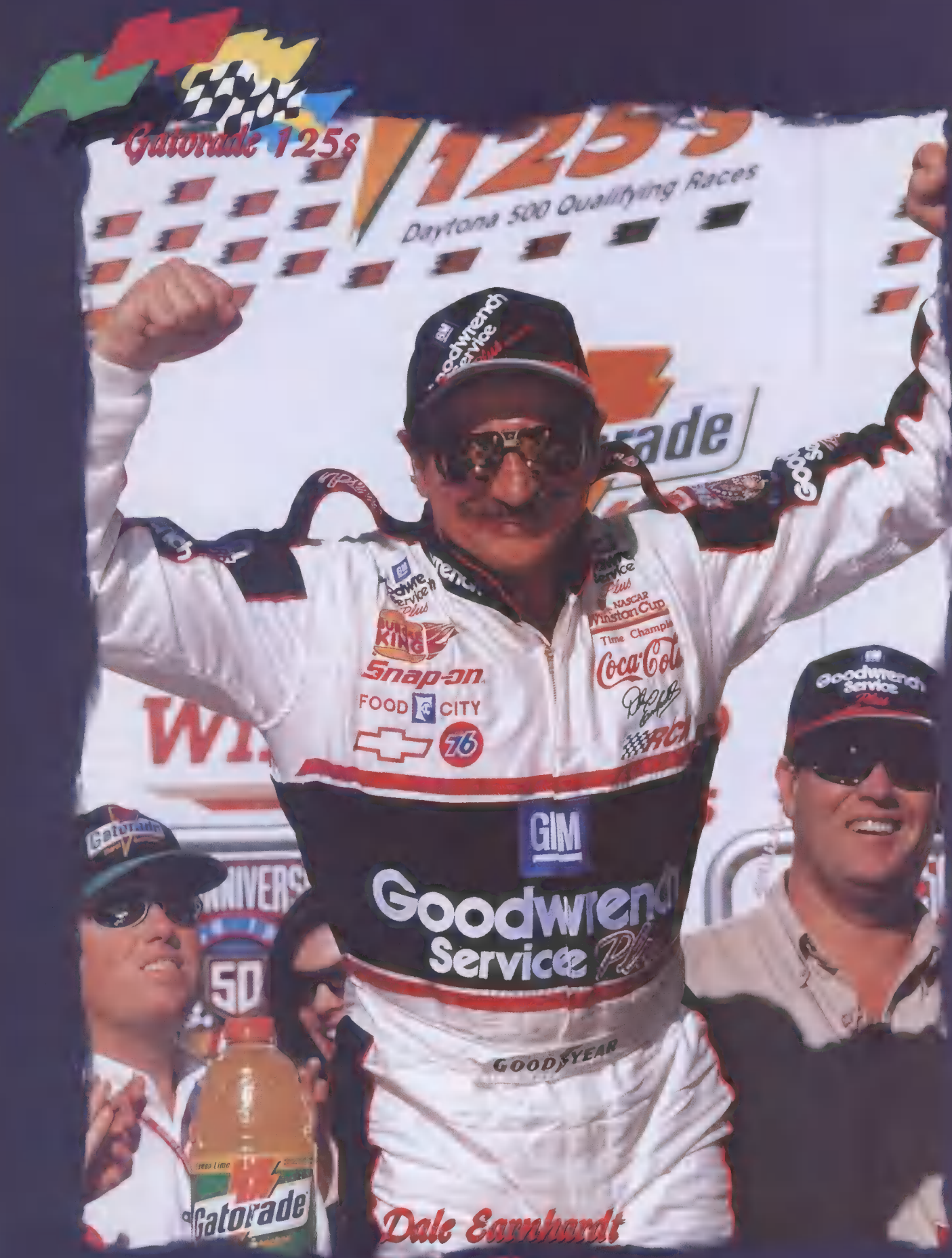
MARGIN OF VICTORY 0.158 Sec.

CAUTION FLAGS: 3 FLAGS FOR 10 LAPS

LEAD CHANGES: 5 LEAD CHANGES AMONG 5 DRIVERS

* = NASCAR Winston Cup Rookie of the Year Candidate





*Dale Earnhardt
1998 Champion*



RESULTS OF THE
**SECOND GATORADE 125-MILE
QUALIFYING RACE**



FOR THE 40TH ANNUAL DAYTONA 500
DAYTONA INTERNATIONAL SPEEDWAY
THURSDAY, FEBRUARY 12, 1998

FIN POS	STR POS	CAR NO.	DRIVER	TEAM/CAR	LAPS	REASON OUT
1	2	3	Dale Earnhardt	GM Goodwrench Service Plus Chevrolet	50	Running
2	13	21	Michael Waltrip	Citgo Ford	50	Running
3	3	31	Mike Skinner	Lowe's Chevrolet	50	Running
4	7	36	Ernie Ivan	Skittles Pontiac	50	Running
5	4	2	Rusty Wallace	Miller Lite Ford	50	Running
6	16	99	Jeff Burton	Exide Batteries Ford	50	Running
7	5	9	Lake Speed	Cartoon Network Ford	50	Running
8	20	95	Andy Hillenburg	Shoney's Inn Chevrolet	50	Running
9	23	91	* Kevin LaPage	Little Joe's Auto Chevrolet	50	Running
10	12	4	Bobby Hamilton	Kodak Film Chevrolet	50	Running
11	6	98	Greg Sacks	Thorn Apple Valley Ford	50	Running
12	15	13	* Jerry Nadeau	FirstPlus Financial Ford	50	Running
13	14	42	Joe Nemechek	BellSouth Chevrolet	50	Running
14	24	77	Robert Pressley	Jasper Engines Ford	50	Running
15	17	81	Kenny Wallace	Square D Ford	50	Running
16	10	47	Billy Standridge	Team Fans Can Race Chevrolet	50	Running
17	21	78	Gary Bradberry	Pilot Travel Centers Ford	50	Running
18	19	11	Brett Bodine	Paychex Ford	49	Running
19	9	71	Dave Marcis	RealTree Camouflage Chevrolet	49	Running
20	28	79	Norm Benning	Benning Racing Chevrolet	48	Running
21	27	14	Loy Allen	Delco Remy America Pontiac	47	Running
22	18	44	Kyle Petty	Hot Wheels Pontiac	27	Engine
23	8	50	Ricky Craven	Budweiser Chevrolet	9	Accident
24	25	59	Mark Gibson	CSG Racing Ford	9	Accident
25	26	10	Ricky Rudd	Tide Ford	9	Accident
26	11	17	Darrell Waltrip	Speedblock/Builder's Square Chevrolet	8	Accident
27	22	1	* Steve Park	Pennzoil Chevrolet	8	Accident
28	1	5	Terry Labonte	Kellogg's Corn Flakes Chevrolet	5	Engine

TIME OF RACE: 50 Min. 57 Sec.

AVERAGE SPEED: 147.203 mph

MARGIN OF VICTORY UNDER CAUTION

CAUTION FLAGS: 2 FLAGS FOR 8 LAPS

LEAD CHANGES: 1 LEAD CHANGES AMONG 1 DRIVERS

* = NASCAR Winston Cup Rookie of the Year Candidate



First Plus Financial 200



*Kenny Irwin
1998 Champion*



RESULTS OF THE
1998 ARCA BONDO/MAR-HYDE
SERIES EVENT #1
 DAYTONA INTERNATIONAL SPEEDWAY
 SUNDAY, FEBRUARY 8, 1998



FIN POS	STR POS	CAR NO.	DRIVER	TEAM/CAR	LAPS	REASON OUT
1	2	27	*Kenny Irwin	Raybestos/Texaco Ford	80	Running
2	18	6	Mike Wallace	Discount Auto Parts Ford	80	Running
3	11	95	Andy Hillenburg	Gravy Train Chevrolet	80	Running
4	7	66	Mark Thompson	Midway Island Ford	80	Running
5	13	2	Ron Barfield	New Holland Chevrolet	80	Running
6	12	46	Frank Kimmel	Advance Auto Prts/Visionaire Chev.	80	Running
7	36	21	Bob Strait	Zinsser Paint Ford	80	Running
8	3	5	Bobby Gerhart	Kewadin Casinos Chevrolet	80	Running
9	9	83	Billy Venturini	Simonitz-Henkel-Loctite Chevrolet	80	Running
10	4	59	Mark Gibson	CSG Racing Ford	80	Running
11	17	90	Ed Berrier	Mean Green Hand Cleaner Ford	80	Running
12	20	40	*Andy Belmont	America Online Chevrolet	80	Running
13	8	80	Mike Cluchetti	Hughes Supply Co. Ford	80	Running
14	14	33	Harris DeVane	Georgia Peanuts/Bob's Candy Ford	80	Running
15	16	3	Kirk Sheldermine	Applying Boring Chevrolet	80	Running
16	5	47	Jimmy Kitchens	Dade Carol Ford	80	Running
17	26	72	*Ghad Coleman	Sign Crafters Ford	80	Running
18	24	42	Dan Pardus	Jim & Judie Gardner Chevrolet	79	Running
19	32	74	*Gary Laton	Tampico Citrus Punch Chevrolet	79	Running
20	22	88	Donnie Moran	S&K/Low Temo Brazing Ford	79	Running
21	29	99	Jeff Finley	Radius Mtrspts Ford	79	Running
22	1	52	*Bill Daird	Saturn/Spec-Dee Pop Chevrolet	79	Running
23	25	31	Randal Ritter	HG Hills Stores/2nd & Goal Chev.	79	Running
24	27	10	Glenn Brewer	Speed Demon/Colony Chevrolet	79	Running
25	33	93	*Adam Larson	Harris Auto Racing Chevrolet	78	Running
26	30	82	*Neil Cunningham	Banc America Ford	77	Running
27	34	08	*John Kinder	Multimedia Graphics Chevrolet	77	Running
28	31	00	Rick Eckert	Raye Vest Excavating Ford	77	Running
29	38	84	Norm Benning	Nu-Hart Hair Clinic Chevrolet	77	Running
30	39	06	*Brian Konz	Nealco Pontiac	77	Running
31	40	76	David Boggs	Power Alliance/NJA Brks Chevrolet	76	Running
32	37	51	Curt Piercy	Zip Strip/Media Blasting Chevrolet	74	Running
33	35	73	Ed Curtis	Michael's Racing Eng. Pontiac	36	Engine
34	19	18	Josh Baltis	Baltis Comm. Rlty Chevrolet	32	Running
35	15	20	Blaise Alexander	Race Camp Chevrolet	26	Running
36	6	1	*Craig Bufts	Visionland Chevrolet	20	Accident
37	10	11	*Glen Morgan	Texas Marine Chevrolet	7	Accident
38	28	85	*Russell Landrum	Landrum Springs Ford	7	Radiator
39	21	50	Kenny Martin	Mac Trailer Mfg Ford	6	Accident
40	23	49	Joel White	JB Weld Chevrolet	6	Accident

TIME OF RACE: 1 Hrs., 10 Min., 20 Sec.

AVERAGE SPEED: 153.191 mph

MARGIN OF VICTORY: .244 sec.

CAUTION FLAGS: 2 FLAGS FOR 10 LAPS

LEAD CHANGES: 6 LEAD CHANGES AMONG 5 DRIVERS

* = ARCA - STP - Prestone Rookie of the Year Candidate



The Great American Race



*Jeff Gordon
1998 Champion*



RESULTS OF THE
**FIREBIRD INTERNATIONAL RACE
OF CHAMPIONS (IROC XXII)**



presented by
TRUE VALUE HARDWARE STORES
DAYTONA INTERNATIONAL SPEEDWAY
SUNDAY, FEBRUARY 13, 1998

Race 1/30 Laps(75 Miles)**

2.5-Mile Superspeedway

FIN	START	DRIVER/FIREBIRD COLOR/	NUMBER	LAPS	POINTS	STATUS
1	6	Jeff Gordon/Silver/	6	30	21	Running
2	4	Jeff Burton/Red/	4	30	20	Running
3	9	Mark Martin/Light Blue/	10	30	19	Running
4	5	Dale Earnhardt/White/	5	30	12	Running
5	8	Arie Luyendyk/Yellow/	9	30	10	Running
6	2	Dale Jarrett/Cream/	2	30	9	Running
7	7	Terry Labonte/Green/	7	30	8	Running
8	12	*Al Unser, Jr./Violet/	8	30	7	Running
9	1	Tony Stewart/Hugger Orange/	1	30	6	Running
10	3	Jimmy Vasser/Medium Blue/	3	30	5	Running
11	11	Randy LaJoie/Dark Blue/	12	29	4	Running
12	10	Tom Kendall/Aqua/	11	11	5	Accident

* -- Did not practice; Moved to rear of field

** -- Rain shortened from scheduled 100 mile distance

AVERAGE SPEED: 179.045 mph
TIME OF RACE: 25 min, 8 sec.
MARGIN OF VICTORY: 0.087 sec.
LEAD CHANGES: 10 AMONG 7 DRIVERS





*Mike Swaim Jr.
1998 Champion*



RESULTS OF THE 20TH ANNUAL
DISCOUNT AUTO PARTS 200
 ROUND ONE - 1998 NASCAR GOODY'S DASH SERIES
 DAYTONA INTERNATIONAL SPEEDWAY
 FRIDAY, FEBRUARY 13, 1998



FIN POS.	STR POS.	CAR NO.	DRIVER	TEAM/CAR	LAPS	REASON OUT
1	1	28	Mike Swalm, Jr.	Pennzoil Pontiac	80	Running
2	21	37	Robert Huffman	White House Pontiac	80	Running
3	18	44	Duc Brewer	Sports Designs Pontiac	80	Running
4	8	5	Ricky Bryant	Nutz & Boltz Pontiac	80	Running
5	25	10	Danny Bagwell	Bagwell Fasteners Ford	80	Running
6	9	52	Darryl Murray	Lancaster Speedway Ford	80	Running
7	3	06	Derrick Kelly	Discount Auto Parts Ford	80	Running
8	38	69	Junior Miller	Whitey's Used Cars Pontiac	80	Running
9	20	33	Chris Hall	Respiroics Pontiac	80	Running
10	4	21	Christian Elder	Great Clips Pontiac	80	Running
11	13	45	Jon Redman	Redman Fleet Svcs Chevrolet	80	Running
12	31	42	Pat Patterson	Superflo/The Club Pontiac	79	Running
13	29	92	Roger Nance, Jr.	Franklin Smith Atty. Pontiac	79	Running
14	7	14	Donnie Neuenberger	Colab Steel Corp. Pontiac	79	Running
15	22	49	Rusty Wise	Bell Atlantic Mobile Pontiac	79	Running
16	10	07	George Crenshaw	Badfrog Beer Pontiac	79	Running
17	36	24	Mickey York	Ritrama Duramark Pontiac	79	Running
18	19	47	Keith Wilson	Hoyle Motorsports Pontiac	78	Running
19	37	8	Dannle Apple	Long John Silver's Pontiac	78	Running
20	42	55	Steve Barnes	Jasper Engines Pontiac	77	Running
21	40	22	Ernie Yarborough	SpeedTech Ford	75	Accident
22	39	98	Roger Moser	Chester Fried Chicken Pontiac	75	Running
23	23	35	David Amick	SCANA/Myrtle Beach Pontiac	70	Running
24	32	90	Bobby Dayton	Five Bro. Produce Pontiac	59	Oil Leak
25	35	80	Eddie Kelley	CIMCO Racing Pontiac	59	Oil Pump
26	41	99	Gary Moore	Five Bro. Produce Pontiac	59	Running
27	56	4	Jake Hobgood	Wynn's Oil Pontiac	53	Running
28	27	18	David Heltzhaus	Frontier Asphalt Pontiac	43	Engine
29	12	54	Brian Sockwell	Realtree Pontiac	41	Engine
30	2	16	David Huttotimo	Grading Chevrolet	39	Engine
31	14	9	Ned Combs	Handy Pantry/HRA Pontiac	39	Engine
32	6	2	Scott Weaver	Weaver Racecars Pontiac	38	Clutch
33	33	71	B.J. Mackey	Armor Electric Pontiac	35	Valves
34	30	72	Charles Powell III	Jazzy Power Chairs/Serengeti Pontiac	28	Engine
35	28	15	Robert Luckadoo	Pin-Point Environment Pontiac	26	Accident
36	34	77	Bryan Gandy	Americar Automotive Advtg Pontiac	25	Engine
37	16	29	Steven Bartfield	M&R Retreading Pontiac	24	Engine
38	17	26	Jimmy Gross	Liberty Printing Pontiac	14	Front End
39	24	96	Mark Ellington	Ellington & Son Ford	13	Clutch
40	15	48	A.J. Frank	Coastal Medical Assoc. Pontiac	8	Accident
41	11	65	Will Hobgood	Wynn's Oil Pontiac	8	Accident
42	26	81	Greg Dodgens	B&L Windows Pontiac	1	Accident

TIME OF RACE: 1 Hr. 46 min. 38 sec.

AVERAGE SPEED: 112.535 mph

MARGIN OF VICTORY: 1.405 sec.

CAUTION FLAGS: 6 FLAGS FOR 24 LAPS

LEAD CHANGES: 9 LEAD CHANGES AMONG 6 DRIVERS

* = NASCAR Goody's Dash Rookie of the Year Candidate



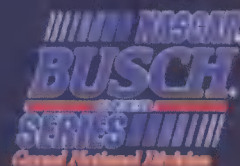
The Great American Race



*Joe Nemechek
1998 Champion*



RESULTS OF THE 40TH ANNUAL
NAPA AUTO PARTS 300
DAYTONA INTERNATIONAL SPEEDWAY
SATURDAY, FEBRUARY 14, 1998



FIN POS	STR POS	CAR NO.	DRIVER	TEAM/CAR	LAPS	REASON OUT
1	2	87	Joe Nemechek	BellSouth Mobility Chevrolet	120	Running
2	4	4	Jeff Purvis	Lance Snacks Chevrolet	120	Running
3	26	60	Mark Martin	Winn-Dixie Ford	120	Running
4	5	00	Buckshot Jones	Alka-Seltzer/Bayer Pontiac	120	Running
5	22	74	Randy LaJole	FINA Chevrolet	120	Running
6	7	17	Matt Kenseth	Lycos Chevrolet	120	Running
7	27	21	Michael Waltrip	Band-Aid Ford	120	Running
8	16	88	* Kevin Schwantz	Ryder Chevrolet	120	Running
9	30	12	Jimmy Spencer	Zippo Chevrolet	120	Running
10	32	10	Phil Parsons	Dura Lube Chevrolet	120	Running
11	6	15	Mike Wallace	Andy Petree Chevrolet	120	Running
12	18	29	Hermie Sadler	DeWalt Tools Chevrolet	120	Running
13	11	96	John Andretti	Big A Auto Parts Chevrolet	120	Running
14	40	37	Mark Green	Timber Wolf Chevrolet	120	Running
15	34	89	Stanton Barrett	Allerest Ford	120	Running
16	39	57	Jason Keller	Progressive Mirspts Chevrolet	119	Running
17	14	70	Dale Fischlein	Adrian Carriers Chevrolet	119	Running
18	1	34	Mike McLaughlin	Goulds Pumps Chevrolet	119	Running
19	42	45	* Brad Loney	Hunter's Specialties Chevrolet	119	Running
20	38	33	Tim Fedewa	Kleenex Chevrolet	119	Running
21	17	36	* Matt Hutter	Stanley Pontiac	119	Running
22	24	9	Jeff Burton	Track Gear Ford	119	Running
23	15	64	Dick Trickle	Schneider National Chevrolet	119	Running
24	23	72	Mike Dillon	Detroit Gasket Chevrolet	118	Running
25	33	47	* Andy Santerre	Monro Muffler & Brake Chevrolet	118	Running
26	12	77	Ed Berrier	Lear Corp./UAW Ford	117	Running
27	35	40	* Rick Fuller	ChannelLock Chevrolet	117	Running
28	37	38	Elton Sawyer	Barbasol Ford	117	Running
29	31	85	Shane Hall	Dura Shine Chevrolet	116	Running
30	13	99	Glenn Allen	Luxarie Chevrolet	112	Running
31	9	44	Tony Stewart	Shell Pontiac	109	Accident
32	43	32	Larry Pearson	White Rain Ford	109	Accident
33	29	63	Tracy Leake	Lysol Pontiac	101	Running
34	36	59	Robert Pressley	Kingsford/Matchlight Chevrolet	98	Running
35	10	93	* Dave Blaney	Amoco Pontiac	87	Accident
36	25	66	Elliot Sadler	Phillips 66 Chevrolet	86	Running
37	3	3	* Dale Earnhardt, Jr.	ACDelco Chevrolet	81	Accident
38	8	8	Bobby Hillin, Jr.	Yahoo Chevrolet	76	Engine
39	41	43	Stevie Reeves	Curb Records Ford	75	Engine
40	21	6	Joe Bessey	Power Team Chevrolet	26	Running
41	28	80	Mark Krogh	Clearwater Forest Ind. Chevy	11	Accident
42	19	30	* Mike Cope	Slim Jim Chevrolet	1	Accident
43	20	56	Jeff Krogh	Clearwater Forest Ind. Chevy	1	Accident

TIME OF RACE: 2 Hr, 11 min, 11 sec.

AVERAGE SPEED: 137.213 mph

MARGIN OF VICTORY: 0.178 sec

LEAD CHANGES: 4 LEAD CHANGES AMONG 4 DRIVERS

CAUTION FLAGS: 6 CAUTIONS FOR 24 LAPS

* = Raybestos Rookie of the Year Candidate





RESULTS OF THE 40TH ANNUAL
WINSTON CUP NASCAR

DAYTONA 500
DAYTONA INTERNATIONAL SPEEDWAY
SUNDAY, FEBRUARY 15, 1998



FIN POS.	STR POS.	CAR NO.	DRIVER	TEAM/CAR	LAPS	REASON OUT
1	4	3	Dale Earnhardt	GM Goodwrench SVC Plus Chevrolet	200	Running
2	1	18	Bobby Labonte	Interstate Batteries Pontiac	200	Running
3	13	12	Jeremy Mayfield	Mobil 1 Ford	200	Running
4	31	33	Ken Schrader	Skoal Bandit Chevrolet	200	Running
5	12	2	Rusty Wallace	Miller Lite Ford	200	Running
6	10	36	Ernie Irvan	Skittles Pontiac	200	Running
7	21	97	Chad Little	John Deere Ford	200	Running
8	8	31	Mike Skinner	Lowe's Chevrolet	200	Running
9	6	21	Michael Waltrip	Citgo Ford	200	Running
10	19	94	Bill Elliott	McDonald's Ford	200	Running
11	39	44	Kyle Petty	Hot Wheels Pontiac	200	Running
12	22	4	Bobby Hamilton	Kodak Film Chevrolet	200	Running
13	2	5	Terry Labonte	Kellogg's Chevrolet	200	Running
14	32	50	Ricky Craven	Budweiser Chevrolet	200	Running
15	7	23	Jimmy Spencer	Winston/No Bull Ford	200	Running
16	29	24	Jeff Gordon	DuPont Refinishes Chevrolet	200	Running
17	15	9	Lake Speed	Cartoon Network Ford	200	Running
18	17	43	John Andretti	STP Pontiac	200	Running
19	38	28	* Kenny Irwin	Texaco Havoline Ford	199	Running
20	37	16	Ted Musgrave	Primestar Ford	199	Running
21	26	13	* Jerry Nadeau	FirstPlus Financial Ford	199	Running
22	3	40	Sterling Marlin	Coors Light Chevrolet	199	Running
23	23	73	Mike Wallace	X-1R Chevrolet	199	Running
24	42	11	Brett Bodine	Paychex Ford	199	Running
25	9	22	Ward Burton	MBNA America Pontiac	199	Running
26	28	42	Joe Nemechek	BellSouth Chevrolet	199	Running
27	34	90	Dick Trickle	Hellig-Meyers/Simmons Ford	198	Running
28	41	41	Steve Grissom	Kodiak Chevrolet	198	Running
29	18	95	Andy Hillenburg	Shoney's Inn Chevrolet	198	Running
30	27	75	Rick Mast	Remington Arms Ford	197	Running
31	25	7	Geoff Bodine	Philips Consumer Comm. Ford	197	Running
32	30	77	Robert Pressley	Jasper Engines Ford	197	Running
33	43	17	Darrell Waltrip	Speedblock/Bldr's Square Chev	196	Running
34	5	88	Dale Jarrett	Quality Care/Ford Credit Ford	196	Running
35	36	47	Billy Standridge	Team Fans Can Race Ford	196	Running
36	35	71	Dave Marcis	RealTree Camouflage Chevrolet	193	Running
37	11	30	Derrike Cope	Gumout Pontiac	191	Running
38	15	6	Mark Martin	Valvoline Ford	187	Running
39	24	98	Greg Sacks	Thorn Apple Valley Ford	173	Running
40	14	99	Jeff Burton	Exide Batteries Ford	160	Engine
41	33	1	* Steve Park	Pennzoil Chevrolet	158	Ignition
42	40	10	Ricky Rudd	Tide Ford	117	Ignition
43	20	91	* Kevin LaPage	Little Joe's/First Union Chev	70	Engine

TIME OF RACE: 2 Hr, 53 min, 42 sec.

AVERAGE SPEED: 172.712 mph

MARGIN OF VICTORY: UNDER CAUTION

LEAD CHANGES: 13 LEAD CHANGES AMONG 8 DRIVERS

CAUTION FLAGS: 3 CAUTIONS FOR 9 LAPS

* = NASCAR Winston Cup Rookie of the Year Candidate





DAYTONA 500

WINNERS, LEADERS AND

Year	Time	Avg Speed	Winner	Second	Third	Fastest Lapped	Points
1958	3:41:22	133.601	Lee Petty Oldsmobile	Johnny Beauchamp T-Bird	Charlie Griffith Pontiac	Cotton Owens Pontiac	143.498
1959	4:00:00	124.740	Junior Johnson Chevrolet	Bobby Johns Pontiac	Richard Petty Plymouth	Fireball Roberts Pontiac	151.355
1960	3:59:19	149.601	Marion Panch Pontiac	Joe Weatherly Pontiac	Paul Goldsmith Pontiac	Fireball Roberts Pontiac	155.709
1961	3:18:41	152.529	Fireball Roberts Pontiac	Richard Petty Plymouth	Joe Weatherly Pontiac	Fireball Roberts Pontiac	158.744
1962	3:17:38	151.188	Tiny Lund Ford	Fred Lorenzen Ford	Ned Jarrett Ford	John Rathskind Chevrolet	165.188
1963	3:14:23	154.334	Richard Petty Plymouth	Jim Pardue Plymouth	Paul Goldsmith Plymouth	Paul Goldsmith Plymouth	171.910
1964	3:29:58	141.838	Fred Lorenzen Ford	Darel Dieringer Mercury	Bobby Johns Ford	Darel Dieringer Mercury	171.151
1965	3:04:54	160.627	Richard Petty Plymouth	Cale Yarborough Ford	David Pearson Dodge	Richard Petty Plymouth	175.155
1966	3:34:11	140.826	Mario Andretti Ford	Fred Lorenzen Ford	James Hyatt Dodge	Chris Turner Chevrolet	180.831
1967	3:23:44	149.251	Cale Yarborough Mercury	Lee Roy Yarborough Mercury	Bobby Allison Ford	Cale Yarborough Mercury	189.223
1968	3:09:56	157.980	Lee Roy Yarborough Ford	Charles Glotzbach Dodge	Dennis Allison Ford	David Pearson Ford	190.029
1969	3:20:32	149.601	Pete Hamilton Plymouth	David Pearson Ford	Bobby Allison Dodge	Cale Yarborough Mercury	191.015
1970	3:24:41	144.456	Richard Petty Plymouth	Buddy Baker Dodge	A. J. Foyt Mercury	A. J. Foyt Mercury	187.743
1971	3:05:42	161.550	A. J. Foyt Mercury	Charles Glotzbach Dodge	Jim Vandiver Dodge	Bobby Isaac Dodge	190.608
1972	3:13:50	157.205	Richard Petty Dodge	Bobby Isaac Ford	Dick Brooks Dodge	Buddy Baker Dodge	185.662
1973	3:11:38	140.894	Richard Petty Dodge	Cale Yarborough Chevrolet	Ramsey Stott Chevrolet	David Pearson Mercury	185.017
1974	3:15:15	153.642	Benny Parsons Chevrolet	Bobby Allison Mazda	Cale Yarborough Chevrolet	Dennis Allison Chevrolet	185.827
1975	3:17:08	152.181	David Pearson Mercury	Richard Petty Dodge	Benny Parsons Chevrolet	A. J. Foyt Chevrolet	186.943
1976	3:15:46	153.218	Cale Yarborough Chevrolet	Benny Parsons Chevrolet	Buddy Baker Ford	Donnie Allison Chevrolet	180.040
1977	3:07:49	159.730	Bobby Allison Ford	Cale Yarborough Oldsmobile	Benny Parsons Oldsmobile	Cale Yarborough Oldsmobile	187.536
1978	3:28:22	143.977	Richard Petty Oldsmobile	Darrell Waltrip Oldsmobile	A. J. Foyt Oldsmobile	Buddy Baker Oldsmobile	190.049

NASCAR Winston Cup Series

FASTEST QUALIFIERS

Year	Time	Avg. Speed	Winner	Second	Third	Fastest Qualifier	Points
1980	2:48:55	177.602	Buddy Baker Oldsmobile	Bobby Allison Mercury	Neil Bonnett Mercury	A. J. Foyt Oldsmobile	195.020
1981	2:56:50	169.651	Richard Petty Buick	Bobby Allison Pontiac	Ricky Rudd Oldsmobile	Bobby Allison Pontiac	194.824
1982	3:14:40	159.991	Bobby Allison Buick	Dale Yarborough Buick	Joe Ruttman Buick	Benny Parsons Pontiac	186.317
1983	3:12:20	155.997	Dale Yarborough Pontiac	Bill Elliott Ford	Buddy Baker Ford	Ricky Rudd Chevrolet	198.864
1984	3:18:14	150.994	Dale Yarborough Chevrolet	Dale Earnhardt Chevrolet	Darrell Waltrip Chevrolet	Dale Yarborough Chevrolet	201.888
1985	2:54:09	172.265	Bill Elliott Ford	Luke Speed Pontiac	Darrell Waltrip Chevrolet	Bill Elliott Ford	205.114
1986	3:22:32	148.124	Geoff Bodine Chevrolet	Terry Labonte Oldsmobile	Darrell Waltrip Chevrolet	Bill Elliott Ford	205.039
1987	2:50:12	176.263	Bill Elliott Ford	Benny Parsons Chevrolet	Richard Petty Pontiac	Bill Elliott Ford	210.364**
1988	3:38:08	137.531	Bobby Allison Buick	Davey Allison Ford	Phil Parsons Oldsmobile	Ken Schrader Chevrolet	183.823
1989	3:22:04	138.466	Darrell Waltrip Chevrolet	Ken Schrader Chevrolet	Dale Earnhardt Chevrolet	Ken Schrader Chevrolet	190.996
1990	3:00:59	165.761	Derrike Cope Chevrolet	Terry Labonte Oldsmobile	Bill Elliott Ford	Ken Schrader Chevrolet	196.515
1991	3:22:36	148.148	Ernie Ivan Chevrolet	Sterling Marlin Ford	Joe Ruttman Oldsmobile	Davey Allison Ford	186.955
1992	3:07:12	160.256	Davey Allison Ford	Morgan Shepherd Ford	Geoff Bodine Ford	Sterling Marlin Ford	192.213
1993	3:13:35	154.972	Dale Jarrett Chevrolet	Dale Earnhardt Chevrolet	Geoff Bodine Ford	Kyle Petty Pontiac	189.426
1994	3:11:10	155.031	Sterling Marlin Chevrolet	Ernie Ivan Ford	Terry Labonte Chevrolet	Loy Allen Ford	190.158
1995	3:31:42	141.710	Sterling Marlin Chevrolet	Dale Earnhardt Chevrolet	Mark Martin Ford	Dale Jarrett Ford	193.498
1996	3:14:25	154.008	Dale Jarrett Ford	Dale Earnhardt Chevrolet	Ken Schrader Chevrolet	Dale Earnhardt Chevrolet	189.510
1997	3:22:08	148.295	Jeff Gordon Chevrolet	Terry Labonte Chevrolet	Ricky Craven Chevrolet	Mike Skinner Chevrolet	188.813
1998	2:59:42	172.712	Dale Earnhardt Chevrolet	Bobby Labonte Pontiac	Jeremy Mayfield Ford	Bobby Labonte Pontiac	192.413

*Race called at 133 laps—332 1/2 miles due to rain.

**Race called at 198 laps—495 miles due to rain.

***Qualifying Speed Record for Daytona.





GREEN
Start—Course Is Clear



YELLOW
Caution—Slow Hold Position



RED
Stop—Bad Wreck or Course Blocked

The Flags of NASCAR Racing



WHITE
One Lap To Go



BLUE-YELLOW
Move Over



BLACK
Pull Into Pits



CHECKERED
Finish

DAYTONA 500 Race Records

Laps	Miles	Date	Speed	Driver	Car
10	25	1985	199.557	Bill Elliott	Ford
20	50	1987	198.020	Bill Elliott	Ford
30	75	1987	197.802	Bill Elliott	Ford
40	100	1987	193.341	Bill Elliott	Ford
50	125	1985	191.571	Cale Yarborough	Ford
60	150	1985	192.171	Cale Yarborough	Ford
70	175	1985	192.425	Bill Elliott	Ford
80	200	1992	185.854	Davey Allison	Ford
90	225	1998	184.847	Jeff Gordon	Chevrolet
100	250	1998	185.033	Jeff Gordon	Chevrolet
110	275	1998	183.946	Joe Nemechek	Chevrolet
120	300	1998	183.892	Jeff Gordon	Chevrolet
130	325	1985	181.762	Bill Elliott	Ford
140	350	1985	182.582	Bill Elliott	Ford
150	375	1985	182.260	Neil Bonnett	Chevrolet
160	400	1985	182.463	Bill Elliott	Ford
170	425	1985	179.789	Neil Bonnett	Chevrolet
180	450	1980	176.895	Buddy Baker	Oldsmobile
190	475	1985	177.202	Bill Elliott	Ford
200	500	1980	177.602	Buddy Baker	Oldsmobile

Dale Earnhardt's Lucky Penny, continued from page 61

became Earnhardt's crew chief at the start of 1997 season, but never enjoyed a Victory Lane ceremony.

The victory, was Earnhardt's 71st in Winston Cup competition,

**"I wish every
race car driver,
and crew chief,
could experience
the feeling like
we did in Victory
Lane"... Dale Earnhardt**

and moved him closer to a spot in the Hall of Fame. The victory snapped a 59-race losing streak for Earnhardt.

The boss is back.

"I wish every race car driver, and crew chief, could experience the feeling like we did in Victory Lane," said Earnhardt. "To finally win that race, it's an accomplishment I'll never forget."

And you can bet the day after the 1999 Daytona 500, when Childress Racing can take back possession of the winning '98 car, Earnhardt will be looking for his lucky penny, and maybe visit again with a little girl named Wessa Miller.

"She was really tiny, but had a pretty voice," said Earnhardt. "She has to stay in a wheelchair. But she was not worried about a thing."

"All race fans are special, but a little girl like that, that's in a wheelchair that life has not been good to, giving you a penny and wishing you luck, that's pretty special. She was laughing and smiling and happy, not concerned about anything."



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1999 Daytona 500 (Track Edition)**	February 4-14, 1999	\$20	\$22
1999 Daytona 500 (Championship Edition) (Foil Stamped, Numbered Limited Edition)	February 4-14, 1999	\$45	\$47
1999 Daytona 200 By ARAI Daytona International Speedway (with Limited Edition Numbered Collector's Pin and Program Protector)	March 7, 1999	\$15	\$17
1999 TranSouth Financial 400** Darlington Raceway	March 21, 1999	\$17	\$19
1999 DieHard 500** Talladega Superspeedway	April 25, 1999	\$17	\$19
1999 Pepsi 400** Daytona International Speedway	July 3, 1999	\$20	\$22
1999 NASCAR Winston Cup At The Glen** Watkins Glen International	August 15, 1999	\$17	\$19
1999 Pepsi Southern 500** Darlington Raceway	September 5, 1999	\$17	\$19
1999 Winston 500** Talladega Superspeedway	October 17, 1999	\$17	\$19

(* Includes program protector)

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The Great American Race

1998 Daytona 500 Review
continued from page 25

Ernie Irvan, who finished sixth, joined Labonte and Schrader in a scramble for Winston's "No Bull 5" bonus.

**"I don't know
what would have
happened with
another lap. We
had a good run
going."**

... Terry Labonte

"I don't know what would have happened with another lap," said Labonte. "We had a good run going."

Gordon was third on Lap 195, but faded to a 16th-place finish.

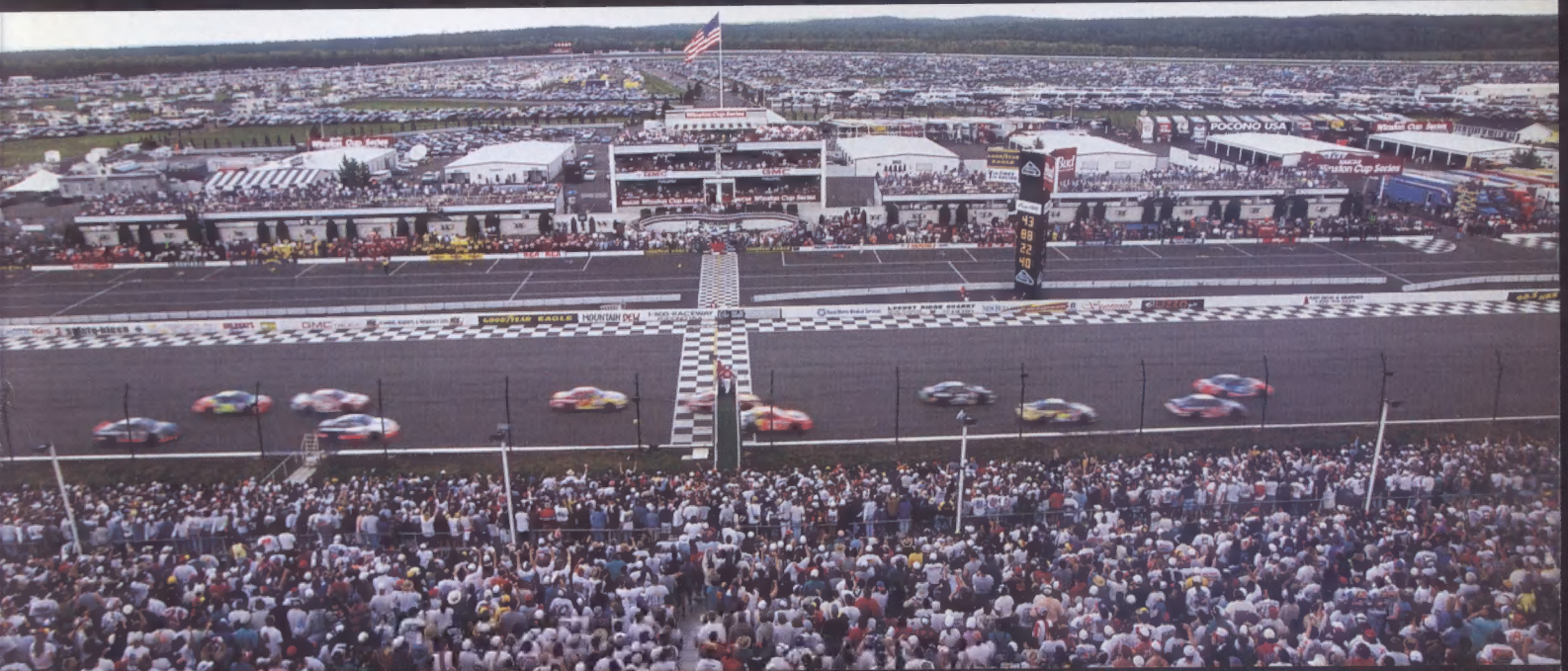
Terry Labonte, another "No Bull" contender, was 13th, while Andretti, involved in two spins, wound up 18th on the lead lap.



On pit road following his win, Earnhardt was greeted by nearly every team en route to Victory Lane.



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